



SUPPLEMENT TO  
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**OFFICIAL PAPERS.**

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GOVERNMENT OF INDIA

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Rainfall summary for the seven days ending at 8 a.m. on Thursday, the 30th June 1904, based on the India Daily Weather Reports of the period.**

There has been no extension of monsoon rainfall during the week under review, and, on both sides of India the monsoon currents have failed to advance freely.

The Bay monsoon has given daily, moderately heavy, rainfall to the Burma coast and showers to inland Burma, the heaviest falls in twenty-four hours over these regions having been as follows:—On the 24th 3·02" at Akyab; on the 25th 1·72" at Akyab; on the 26th 4·03" at Akyab; on the 27th 1·95" at Akyab; on the 28th 6·40" at Tavoy; on the 29th 4·61" at Diamond Island; and on the 30th 4·08" at Diamond Island.

Throughout the week a shallow low pressure area has existed over the head of the Bay and the neighbouring coast districts and the weather has been very showery over north-east India, the east of the Central Provinces, Orissa and the north of Madras, but there was no steady monsoon rainfall over these regions. This is indicated by the rainfall returns of Cherra Poojlee where the total actual rainfall of the week under review was 10·30", while the normal rainfall of the period is 25·14". Although, however, the rainfall over these areas was generally lighter and less steady than usual, heavy local falls of rain occurred throughout the week,—more particularly during the first four days. The principal falls in twenty-four hours were as follows:—on the 24th Purnea 3·80"; on the 25th Purnea 4·55"; on the 26th Jessore 3·91"; on the 27th Gaya 4·76"; on the 28th Patna 2·05"; on the 29th False Point 3·23"; and on the 30th Siltbar 3·31".

Rain did not extend beyond Bihar towards Upper India or into the west of the Central Provinces or into the Central India plateau, so that practically, with the exception of a few local thundershowers, the whole of the Gangetic plain and of north-west and Central India was almost rainless.

The Arabian Sea or Bombay monsoon current gave moderate to heavy rain to the west coast districts, and showers to the Deccan and Mysore. The principal falls of rain in twenty-four hours along the west coast were as follows:—On the 24th Mangalore 3·75"; on the 25th Mangalore 3·69"; on the 26th Ratnagiri 8·78"; on the 27th Mangalore 4·79"; on the 28th Ratnagiri 3·15"; on the 29th Cochin 0·71"; and on the 30th Karwar 2·70".

The above shows that fairly heavy rain was experienced over the greater part of the west coast, but that this heavy rain did not extend as far north as Bombay. The mail steamer report showed that there was no monsoon current over the sea within one hundred miles of Bombay and from Bombay northward to Sind there was no monsoon rainfall throughout the week.

The rainfall table shows that during the week under review there has been actually or practically no rain over the following divisions and subdivisions, *viz.*, the north-west area; Baluchistan, Gujarat and the west Satpuras divisions; and the Ludhiana, Lahore, Jaipur and Indore subdivisions. Elsewhere more or less rain has been received, the average actual rainfall ranging from 0·13" in the Madura subdivision; 0·17" in the east coast (southern) division; and 0·24" in the Burma (dry) division to 10·96" in the Burma coast division; 9·7" in the Calicut subdivision; 9·61" in the Bombay subdivision; and 7·16" in the Patna subdivision. The week's rainfall was heavier than usual over the Burma coast, lower and west Bengal, part of the Deccan and the west coast, but was lighter than the average elsewhere. In the Brahmaputra Valley the average actual fall was 3·38" instead of 6·95"; in the west Himalayas 0·20" instead of 2·26"; in the west Gangetic plain 0·16" instead of 1·60"; in the Jubbulpore subdivision 0·77" instead of 3·11"; in Central India 0·21" instead of 2·10"; in Gujarat 0·05" instead of 1·72"; and in the west Satpuras 0·09" instead of 1·69".

The seasonal deficiency is considerable to large over upper India, part of Central India and Gujarat.

VISION WITH REPRESENTATIVE STATION.	Rainfall sub-division named after representative station.	RAINFALL DATA FOR WEEK ENDING ON 30TH JUNE 1904.			RAINFALL DATA FROM 30TH APRIL 1904 TO 30TH JUNE 1904.			SEASONAL PERCENTAGE DEVIATION FROM NORMAL.	
		Average actual rainfall.	Average normal rainfall.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect in inches.	This week.	Last week.
		Inches.	Inches.	Inches.	Inches.	Inches.			
Coast (Rangoon)	...	10'96	7'67	+3'29	52'53	46'74	+5'79	+12	+6
et (Bhamo)	...	2'29	2'90	-0'70	17'49	17'22	+0'27	+2	+7
Dry (Mandalay)	...	0'24	50'70	-0'46	9'69	10'59	-0'90	-8	-4
f Bengal	{ Narayanganj	2'75	4'38	-1'63	29'12	30'28	-1'16	-4	+2
	{ Calcutta	4'20	3'16	+0'94	22'85	17'90	+4'95	+28	+27
utra Valley (Sibsagar)	...	3'38	6'95	-3'57	38'55	46'43	-7'88	-17	-11
and Sub-Himalaya,	{ Dinajpur	4'43	5'17	-0'74	25'41	26'31	-0'90	-3	-1
	{ Darbhanga	1'75	3'24	-1'49	11'36	10'91	+0'45	+4	+25
	{ Bahraich	1'14	2'73	-1'59	10'82	7'66	+3'16	+41	+96
getic Plain, East	{ Burdwan	1'72	3'18	-1'46	15'54	16'53	-0'99	-6	+4
	{ Patna	7'16	3'03	+4'13	12'42	8'60	+3'82	+44	-6
as and Sub-Himalaya,	{ Simla	0'35	2'22	-1'87	6'49	8'47	-1'98	-23	-2
	{ Ludhiana	0'05	2'30	-2'25	2'92	6'11	-3'19	-52	-25
ingetic Plain, West	{ Cawnpore	0'32	2'11	-1'79	3'54	5'10	-1'59	-31	+1
	{ Lahore	0	1'10	-1'10	2'12	3'56	-1'44	-40	-14
Dry Area (Bikaner)	...	0'03	0'35	-0'32	0'57	1'45	-0'88	-61	-51
stan (Quetta)	...	0	0'07	-0'07	0	0'43	-0'43	-100	-100
Coast, North	{ Waltair	0'60	1'34	-0'74	8'73	6'63	+2'10	+32	+54
	{ Cuttack	3'77	3'46	+0'31	15'39	15'34	+0'05	0	-2
Satpuras	{ Ranchi	0'55	3'21	-2'66	18'31	12'47	+5'84	+47	+27
	{ Raipur	1'83	2'60	-0'77	12'57	9'17	+3'40	+37	+63
	{ Jubbulpore	0'77	3'11	-2'34	4'75	9'87	-5'12	-52	-41
al India Plateau	{ Jhansi	0'63	3'16	-2'53	5'04	7'99	-2'95	-37	-9
	{ Jaipur	0	0'89	-0'89	3'23	2'87	+0'36	+13	+63
	{ Indore	0	2'25	-2'25	3'55	6'51	-2'96	-45	-17
Coast	{ Calicut	9'77	4'65	+5'12	40'90	33'96	+6'94	+20	+6
	{ Bombay	9'61	5'39	+4'22	40'47	20'73	+19'74	+36	+28
rat	{ Ahmedabad	0'05	2'45	-2'40	1'08	8'27	-7'19	-87	-82
	{ Rajkot	0'06	0'99	-0'93	0'49	3'82	-3'33	-87	-85
Satpuras (Akola)	...	0'09	1'69	-1'60	5'64	6'73	-1'09	-16	+10
	{ Bellary	0'42	0'69	-0'27	5'01	4'46	+0'55	+12	+22
	{ Bijapur	1'22	0'90	+0'32	0'84	6'81	+0'03	0	-5
	{ Hyderabad	1'33	0'89	+0'44	5'69	4'67	+1'02	+22	+15
India	{ Mysore	0'50	0'41	+0'09	11'05	7'53	+3'52	+47	+48
	{ Madura	0'13	0'39	-0'26	6'55	5'13	+1'43	+28	+36
Coast South (Madras)	...	0'17	0'40	-0'23	3'10	4'50	-1'40	-24	-40

W. L. DALLAS,

for Meteorological Reporter to the Government of India  
and Director General of Indian Observatories,

J. WILSON,

Secretary to the Government of India.

Signed:  
The 30th June, 1904.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,  
25th June 1904.

**Madras.**—The rainfall of the week was good in the Circars, on the West Coast and on the hills and light elsewhere. Irrigation supplies are insufficient in parts of Salem, the Deccan and the Southern districts. Ploughing, sowing and transplanting are in progress in parts. The standing crops are in good condition. Harvests continue in parts with fair to normal outturn. Pasture is scanty in parts of Kistna, Madura and the Deccan. Fodder is procurable. The condition of cattle is generally good. Prices are almost stationary.

**Bombay.**—There was heavy rain during the week in parts of the Konkan, Nasik and Belgaum; good in parts of Khandesh, Satara and Dharwar; moderate in parts of the Panch Mahals, Ahmednagar, Poona, Sholapur and Bijapur; and very slight in parts of the Upper Sindh Frontier, Ahmedabad, Kaira, Broach and Surat. Preparation of lands for autumn cultivation continues in parts of fourteen districts. Sowing of autumn crops has been completed in Colaba, is nearly over in Kanara; continues in parts of Sindh, the Panch Mahals, Surat, Thana, Ratnagiri, Nasik, Poona, Satara and the Carnatic; and has commenced in parts of Ahmedabad, Khandesh, Ahmednagar, Sholapur and Baroda. Transplantation has commenced in parts of Sindh and Kanara. The standing crops have been slightly damaged by locusts in parts of Thana, Ratnagiri, Khandesh, Ahmednagar, Poona and Satara. The fodder-supply is sufficient. The water-supply and agricultural stock are generally sufficient. Prices have fallen in two districts; risen in three districts; and are stationary elsewhere.

**Bengal.**—The rainfall during the week was general and moderately heavy. Weeding of hot weather paddy and jute and transplantation of winter rice have commenced in some places. Sowing of maize and other autumn crops is going on. Sugarcane, cotton and indigo are doing well. The prospects of the crops are on the whole good. The fodder and water-supply is generally sufficient. The price of common rice has risen in seven districts; fallen in one; and is stationary in the remainder.

**United Provinces.**—Rain fell in all districts during the week, two receiving over 9 inches. Irrigation and weeding of sugarcane, indigo and extra crops continue. The standing crops are doing well. Sowing of autumn crops is in progress. Supplies are sufficient. Prices are almost stationary.

**Punjab.**—Rain has fallen in Hissar, Umballa, Ferozepore, Lahore and in parts of Delhi. Slight showers have also been reported from Jullundur, Sialkot and parts of Shahpur, Rawalpindi and Mooltan. The price of wheat is rising in Hissar and falling in Jullundur and Sialkot. The prices of other food-grains are fluctuating. Harvesting and threshing of spring crops are over in all districts, except in Mooltan where wheat is being threshed and removed. Ploughings for and sowings of autumn crops are in progress. Rain is badly wanted for autumn sowings in Mianwali. The condition and prospects of the extra spring and autumn crops are said to be good. The outturn of wheat is above the average in Mooltan. The melon crop has been damaged by insects in the Shahpur tahsil and *bajra* (bulrush millet) and *juar* (great millet) have suffered for want of rain in Mianwali. Cattle are generally in good condition throughout the Province. Fodder is said to be sufficient in all districts except in parts of Delhi.

**North-West Frontier Province.**—There was no rain during the week. Autumn sowings have been suspended and rain is now urgently required to complete sowings and to



save the sown crops from withering. The canal supply is sufficient except in Bara in Peshawar. Fodder is abundant. Prices are generally low.

**Burma.**—Within the dry zone tract there was slight rain during the week in five districts and none in five others; but in Minbu and Magwe and in all districts outside of the dry zone the rainfall was general and seasonable. The reaping of dry weather paddy has commenced in Minbu. Ploughing for and sowing of wet weather paddy has been completed in the Seikpyu township of the Pakokku district; elsewhere ploughing continues, and sowing is advancing. The sowing of cotton is finished in Sagaing. Cultivation of maize, cotton, and sesamum has started in Pakokku. In the Thayetmyo township of the Thayetmyo district some maize and sesamum have been damaged by rain, and early wet weather paddy in the Shwetachaung area of Mandalay has suffered slightly for want of earlier irrigation. The standing sesamum, maize, and cotton crops are on the whole doing well and prospects continue good. The price of paddy has risen slightly at four centres and fallen slightly in one district, otherwise there is no change.

**Central Provinces.**—Light to moderately heavy rain has fallen during the week in all districts, except Betul. The heaviest falls which were in Mandla, Raipur, Sambalpur, Amraoti and Ellichpur exceeded 4 inches. More rain is urgently required in Saugor, Damoh and Betul; while a break is urgently needed in Raipur where heavy rain has retarded agricultural operations. The monsoon rainfall is in considerable defect in the Northern districts and the Nerbudda Valley. Sowings are in progress nearly everywhere but have been retarded by rain in parts of Chhindwara and Bilaspur. Locusts have appeared in Hoshangabad, Nimar, Betul, Chhindwara, Wardha, Nagpur, Buldana and Wun; they continue to infest Akola and are reported to have destroyed cotton plants which have sprung up in the northern parts of the Jalgaon taluq of that district. Fodder and water are sufficient. From Nimar a fall of 45 per cent. in the price of gram is reported. The price of *juar* has dropped from 19 to 22½ seers in Hoshangabad, elsewhere prices have fluctuated slightly.

**Assam.**—The weather is hot with occasional rain in all districts. More rain is wanted in Upper Assam. Ploughing for and sowing of late rice; reaping of early rice; and plucking and manufacture of tea are in progress. The planting of sugarcane still continues in Sibsagar. Prospects of tea, sugarcane and cotton are fair. Early rice and jute have been damaged by heavy rain in Goalpara. The prospects of early rice are generally fair in other districts. Prices—common rice—Silchar, 17; Sylhet and Dhubri, 16; Gauhati, Tezpur and Sibsagar, 14; and Nowgong and Dibrugarh 13 seers per rupee.

**Mysore.**—There was good rain during the week in Hassan, Kadur, Shimoga and fair in other parts of the Province. Prices are steady. The standing crops are in good condition and the prospects of the season are good. Cattle are healthy. Water and fodder are available.

**Coorg.**—Rainfall—nine inches 65 cents. Sowing of rice continues. Prices of food-grains are normal. Water and fodder are ample.

**Hyderabad.**—Rainfall—one inch 75 cents. Autumn sowings are in progress. More rain is wanted in parts to commence autumn and early rice sowings. Prices—wheat 14, rice 11½ and *juar* 28 seers per *halli* rupee.

**Rajputana.**—There was rain throughout Rajputana during the week. Agricultural operations are satisfactory. Land is being prepared for autumn crops. Ploughing and sowing have commenced. The condition of cattle is good. Fodder is sufficient. Prices are steady and favourable.

**Central India.**—The rainfall of the week was partial in Indore and in part of Gwalior, and general elsewhere in the Agency. The fall was sufficient in Indore, Bhopal, and Baghelkhand, and insufficient elsewhere. Agricultural operations are in progress everywhere.

Damage has been caused to germinating crops in Dhar by locusts. Agricultural stock and pasturage are generally good, but the latter is indifferent in part of Gwalior. Prices are low in places; normal in Gwalior, Indore and Bhopal; below normal in Baghelkhand; and stationary in Bundelkhand, Malwa and Bhopawar.

**Kashmir.**—The weather is bright and warm. Prices are stationary.

**Jammu.**—There was no rain during the week. Prices are fluctuating. Wheat sells from 14 to 26 and maize 20 to 44 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient. Land is being prepared for autumn sowings.

**Nepal.**—Rainfall 8.54 inches.—The weather has been cool with heavy rain daily. The transplanting of lowland rice has commenced. The price of rice is 6½ seers per rupee.

J. WILSON,

Secretary to the Government of India.

GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

SANITARY.  
PLAGUE.

*Simla, the 30th June 1904.*

The following statement of plague seizures and deaths reported in India, during the week ending the 25th June 1904, is published for general information :

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SIND.	Northern.	Bombay City	B., B. & C. I. & G. I. P.	55	48
		Dholera Port			
		Ahmedabad City	B., B. & C. I.	1	
		Gogha Port			
		Ahmedabad District	B., B. & C. I. & B. G. J. P.	2	2
		Broach Port			
		Broach District			
		Panch Mahals District		2	
		Mahikantlia State			
		Kaira District		3	1
		Rewakantlia State			
		Sular Port			
		Surat Town and Port			
		Surat District			
		Jbara Port			
		Bandra Port	B., B. & C. I.	3	3
		Utan			
		Vesava			
		Kalva			
		Trombay	G. I. P.		
		Tamper	B., B. & C. I.		
		Manori			
		Mahim			
		Dhann			
		Bhiwadi	G. I. P.		
		Agashi	B., B. & C. I.		
		Shingau			
		Bassein			
		Kalyan	G. I. P.		
		Thana		8	4
		Umbergaon Port	B., B. & C. I.		
		Kon			
		Thana District	G. I. P. & B., B. & C. I.	2	2
	Central.	Ahmednagar District	Dhond and Marwad (G. I. P.)		
		Khandesh	B., B. & C. I. & G. I. P.		
		Nalk	G. I. P. & N. G.		
		Poona City	S. M. & G. I. P.		
		Poona District	S. M. & G. I. P.	7	4
		Satara	S. M.	48	28
		Sholapur Town	G. I. P.		
		Sholapur District	G. I. P., S. M. & Barai	26 (a)	23 (a)

(a) For week ending 18th June 1904.



Presidency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railway.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND BHD.	Southern.	Alibag Port		1	1
		Panvel			
		Rahoi			
		Bohe			
		Bevdanda		10	18
		Kolaba District	G. I. P.	5	5
		Ratnagiri Port			
		Vindrug			
		Harnai			
		Rajapur			
		Vengurla			
		Jaitapur			
		Dabhal			
		Jolgad			
		Deogad			
		Ratnagiri District			
		Belgaum	S. M.	156	111
		Habli Town			
		Dharwar District		84	54
		Karwar Port			
		Akola			
		Kumta			
		Kanara District	S. M.		
		Savantvadi State			
		Bijapur District	S. M. & G. I. P.	73	37
	Sind.	Karachi Town and Port	N. W.	3	3
		Karachi District			
		Hyderabad Town	A. J. B.		
		Hyderabad District			
		Thar and Parkar District	J. B.		
		Larkhana	N. W.		
		Bukhar District			
		Khairpur State			
	Political charges.	Akalkot State			
		Aundh			
		Tuna Port			
		Mandvi			
		Mundra			
		Jakau		16	16
		Cutch State		11	9
		Cambar	B. B. & C. I.		
		Savapur			
		Bhor			
		Porbandar Port	B. G. J. P.		
		Jamnagar Town and Port			
		Bharuval Town and Port	B. G. J. P.		
		Mangrol Port			
		Jodhpur			
		Salaya			

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.		
BOMBAY PRESIDENCY AND SIND.	Political charges.	Jafraabad Port		2	3		
		Vernaval					
		Vavanis					
		Kathiawar State	B., B. & C. I., Morvi & D. G. J. P.	73	50		
		Kolhapur Town	S. M.				
		Kolhapur and Southern Maharashtra Country	S. M.	39	29		
		Sachin State	B., B. & C. I.				
		Dharapur					
		Sriwardhan Port					
		Marud					
		Barimandla					
		Nandgaon					
		Janjira					
		Janjira State					
		Velan Port					
		Billimora	B., B. & C. I.	3	1		
		Kedinar		13	11		
		Baroda City	B., B. & C. I.	2	2		
		Baroda State		59	34		
		Jath					
		Bijapur State	S. M. & G. I. P.	4	1		
		Surat	B., B. & C. I.				
		Aden					
		TOTAL				727	495
		MADRAS PRESIDENCY		Salem Town	Madras		
				Salem District		14 (b)	10 (c)
Bellary Cantonment	S. M.						
Bellary Town							
Bellary District	& Madras			20 (a)	16 (b)		
Coimbatore Town	Madras			1	1		
Coimbatore District	Madras, S. I. & Nilgiri			127 (c)	83 (d)		
Nilgiris	Madras			3	2		
North Arcot	S. I. & Madras			12 (b)	11 (a)		
South Arcot District							
Cuddalore Port							
Tinnevely District							
Malabar	Madras						
Cuddapah	S. I. & Madras			5 (a)	4 (a)		
Mangalore Port				5	5		
Ermala							
South Canara District							
Madras City	Madras and S. I.						
Chingleput District	S. I. & Madras						
Kuracool District	S. M. & Madras						
Godaveri	Madras						
Tanjore	S. I.						
Anantapur	Madras, S. I. & S. M.			1 (f)	1 (f)		
Madura	S. I.						
Kistna							
Cochin State							
TOTAL				183	136		

(a) One imported case.  
(b) Two " "  
(c) Nine " "

(d) Six imported cases.  
(e) Four " "  
(f) Imported case.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bengal.	Presidency	Calcutta	E. I., E. B. S. & B. N.	23	22
		Nadia District	E. B. S. & B. C. & R. K.		
		24-Parganna District	E. B. S., B. C. & E. I.		
		Khulna	B. C.		
	Burdwan	Midnapore District	E. N. E.		
		Hooghly	E. I. and B. P.		
		Howrah Town	B. N. & H. A.	4	8
		Howrah District	E. I., B. N. & H. A. & E. S.		
		Burdwan			
		Birbhum			
	Patna	Champaran District	B. & N. W.		
		Chapra Town			
		Saran District		19	17
		Gaya Town	E. I.		
		Gaya District			
		Muzaffarpur District	B. & N. W.		
		Muzaffarpur Town			
		Darbhanga District			
		Shahabad District	E. I.	3	2
		Patna City		43	43
		Patna District		4	4
		Monghyr Town		4	4
	Bhagalpur	Monghyr District			
		Bhagalpur Town			
		Bhagalpur District	B. & N. W.		
		Sonthal Pargannas District			
	Chota Nagpur	Palaman District			
	Orissa	Cuttack District	B. N. E.		
Total				100	95
United Provinces.	Allahabad	Allahabad City	E. I.	1	2
		Allahabad District	E. I. & O. & R.		
		Cawnpore City	E. I., O. & R., B., B. & C. I., & G. I. P. (I. M. Sec.)		
		Cawnpore District			
		Fatehpur	E. I.		
		Banda District	G. I. P. (I. M. Sec.) & E. I. R.		
		Jhansi City			
		Jhansi District			
	Benares	Hamirpur			
		Jalaun			
		Benares Cantonment	B. & N. W. & O. & R.		
		Benares City			
		Benares District	B. & N. W., O. & R. & E. I.		
		Balla	B. & N. W.	11	9
		Jaunpur City	O. & R.		
		Jaunpur District	B. & N. W.	1	1
	Mirzapur	Ghazipur	E. I. & B. & N. W.	6	6
		Mirzapur City	E. I.		
		Mirzapur District	E. I. & O. & R.		



Presidency or Province	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Plague seizures.	Plague deaths.	
UNITED PROVINCE.	Fyzabad	Bahraich District	B. & N. W.						
		Gonda	B. & N. W.						
		Partabgarh	O. & R.						
		Sultanpur	B. & N. W.						
		Ajodhia	B. & N. W.						
		Fyzabad City	B. & N. W.						
		Fyzabad District	B. & N. W.						
		Bara Banki Town	B. & N. W.						
		Bara Banki District	B. & N. W. & O. & R.				2	2	
		Bedaun	B. & N. W. & O. & R.						
	Gorakhpur	Asamgarh City	B. & N. W. & O. & R.						
		Asamgarh District	B. & N. W. & O. & R.						
		Gorakhpur City	B. & N. W.						
		Gorakhpur District	B. & N. W.						
	Meerut	Basti District	B. & N. W.					2	2
		Meerut City	N. W.						
		Meerut Cantonment	N. W.						
		Meerut District	N. W. & O. & R. & E. I.				8	8	
		Muzaffarnagar City	N. W.						
		Muzaffarnagar District	N. W.				1	1	
		Aligarh	E. I. & O. & R.						
		Saharanpur City	O. & R. & N. W.				7	2	
		Saharanpur District	O. & R. & N. W.						
		Hardwar Union	B. & N. W.						
	Lucknow	Boorkee Town	B. & N. W.						
		Bulandshahr District	B. & N. W. & O. & R.						
		Dehra Dun	B. & N. W. & O. & R.						
		Unao District	O. & R. & B. & N. W.				5	5	
		Lucknow City	B. & N. W. & R. K.				1		
		Lucknow District	B. & N. W. & R. K.						
		Hardoi	O. & R.						
		Bae Bareilly	R. K.						
		Sitapur	R. K.						
		Kheri	E. I.						
	Agra	Etawah City	E. I.						
		Etawah District	E. I.						
		Fatehgarh	B. & C. I.						
		Farrukhabad Town	B. & C. I.						
		Farrukhabad District	B. & C. I.				2	2	
		Mainpuri	E. I.				4	4	
		Agra City	B. & C. I., G. I. P. & E. I.						
		Agra District	B. & C. I., G. I. P. & E. I.						
		Etah	B. & C. I.						
		Muttra	B. & C. I.						
	Rohilkhand	Muttra City	B. & C. I.						
		Bareilly City	R. & K. & O. & R.				1	1	
		Bareilly District	R. & K. & O. & R.						
		Shahjahanpur District	R. & K. & O. & R.						
		Shahjahanpur City	R. & K. & O. & R.						
		Bijnor Town	O. & R.						
		Bijnor District	O. & R.				1	1	
		Naini Tal	O. & R.						
		Gairwal District	O. & R.						
Kansu									
TOTAL							48	40	

Presidency or Province	Division	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Plague seizures.	Plague deaths.
PUNJAB	Jullundur	Ludhiana District	N. W.				4	4
		Jullundur					95	110
		Jullundur City					8	1
		Hoshiarpur District					130	121
		Ferozepur	N. W.					
		Kangra						
	Lahore	Amritsar City	N. W.				80	31
		Amritsar District					486	313
		Gurdaspur					188	149
		Lahore					120	120
		Lahore City						
		Lahore Municipality					48	45
		Gujranwala District					363	363
		Sialkot						
		Montgomery					7	6
	Rawalpindi	Rawalpindi District	N. W.				6	
		Gujrat						
		Shahpur					370	386
		Jhelum					42	46
		Attock						
	Multan	Jhang					8	7
		Multan						
		Mianwali						
	Delhi	Gurgaon	B., B. & C. I.				6	6
		Delhi	E. I., O. & R., B., B. & C. I., & N. W.					
		Hissar	B., B. & C. I. & N. W.				8	3
		Karnal	E. I.				50 (a)	35 (a)
		Simla	E. I.					
		Amballa	N. W. & E. I.					3
		Rohtak	N. W.				1	1
CENTRAL PROVINCES (including Benar.)	Nerbudda	Patiala City	Rajpura-Bhatinda (N. W. Ry.)					
		Patiala State	N. W., E. I., B., B. & C. I. & J. B.			50	51	
		Kapurthala State	N. W.			2	18	
		Kalan State	E. I.					
		Jind	N. W. & B., B. & C. I.					
		Nabha						
	Nerbudda	Benarapur Town						
		Nimar District	G. I. P. & B., B. & C. I.					
		Hoshangabad Town						
		Hoshangabad District						
Narsingpur Town								
Narsingpur District						1		
Chhindwara		B. N.						
Khandwa Town		B., B. & C. I. & G. I. P.						
Betul District								
TOTAL							1,974	1,925

(a) Figures for 2 weeks ending 25th June 1904.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague measures.	Plague deaths.
CENTRAL PROVINCES (including Berar).	Nagpur	Nagpur City	E. N. & G. I. P.	101	703
		Nagpur District	"	101	103
		Wardha Town	G. I. P.	100	100
		Wardha District	"	100	100
		Chanda "	"	100	100
		Bhandara Town	B. N.	100	100
		Bhandara District	"	100	100
		Balaghat "	"	100	100
		Balaghat Town	E. I. & G. I. P.	100	100
	Jubbulpore	Jubbulpore Town	E. I. & G. I. P.	100	100
		Jubbulpore District	"	100	100
		Damoh Town	G. I. P. (L. M. Sec.)	100	100
		Damoh District	"	100	100
		Saugor Cantonment	"	100	100
		Saugor Town	"	100	100
		Saugor District	"	100	100
		Seoni District	B. N.	100	100
		Mandla "	"	100	100
	Ochhattingarh	Bilaspur Town	"	100	100
		Bilaspur District	"	100	100
		Raipur "	"	100	100
		Sambalpur "	"	100	100
		Akola District	G. I. P.	100	100
		Buldana "	"	100	100
		Wun "	"	100	100
		Basim "	"	100	100
		Amraoti "	G. I. P.	100	100
MYSORE STATE		Ellichpur "	"	100	100
		Yotmal "	"	100	100
		TOTAL			1
		Bangalore City	S. M. & Madras	5	6
		Bangalore Civil and Military Station	"	24	15
		Bangalore District	"	75	57
		Mysore City	"	80	75
		Mysore District	" & Madras	39	27
		Kolar "	Madras and S. M.	5	7
		Kolar Gold Fields	"	6	5
		Punkur District	S. M.	26	25
		Shimoga "	"	13	9
		Chitaldrug "	"	32	29
		Radur "	"	5	3
		Hassan "	"		
		TOTAL			309
					264



Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.	
HYDERABAD STATE.		Aurangabad District	N. G. S.			
		Bir				
		Hydrabad	N. G. S.			
		Indur				
		Umanabad	G. I. P. & Barri			
		Lingnagar	S. M.			
		Parbhani	N. G. S.			
		Raichur	G. I. P. & Madras	9 (a)	8 (a)	
		Gulbarga	G. I. P. & N. G. S.	2 (a)	2 (a)	
		Nander	N. G. S.			
			TOTAL	11	8	
	CENTRAL INDIA.		Indore City	B., B. & C. I.		
			Indore State...		4 (b)	1 (b)
			Ujjain City			
			Gwalior		3 (b)	1 (b)
		Gwalior State	B., B. & C. I., G. I. P.			
		Dhar	G. I. P. (L. M. Sec.) & Gwalior			
		Tathari State	G. I. P. (L. M. Sec.)			
		Bhopal City				
		Bhopal State	G. I. P.			
		Mhow Cantonment	B., B. & C. I. (Rajputana-Malwa)			
		Nimach				
		Indore Residency		1		
		Rutlam City	B., B. & C. I.			
		Rutlam State				
		Dewas Town				
		Dewas State	G. I. P.			
		Narsingarh State				
		Guaranteed Holdings (Malwa Agency)				
		Tonk State (portion in Central India)	G. I. P.			
		Soharo				
		Sailana	B., B. & C. I.			
		Piploda District				
		Bagli State				
		Jhabua	B., B. & C. I.			
		Jaura				
		Jaura Town				
		Agar Military Station				
		Manpur				
		Sitaman State				
		Rajgarh				
		Karwal				
		TOTAL	8	2		
(c) RAJPUTANA		At-Road				
		Ajmer District	B., B. & C. I.			
		Mewar State				
		Partabgarh State				
		Chitgar (Udaipur State)				
		Tonk State	B., B. & C. I.			
		Marwar	J. B.			
		Jaipur	C. I.			

(a) Figures for the period from 14th to 20th June 1904.  
 (b) Figures for week ending 18th June 1904.  
 (c) Figures not received.



GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used in far as possible.

RESULTS OF WORKING DURING 1ST HALF OF YEAR.										RESULTS OF WORKING FOR OFFICIAL YEAR.			
RAILWAYS.	AVERAGE EARNINGS PER MILE PER WEEK.		Total earnings for week ending		Earnings per mile per week.		Total earnings from 1st January to 30th June 1903.		Total earnings from 1st April to 30th June 1904.		Increase.	Decrease.	
	During 1st half of 1903.	During official year of 1902-03.	1903.	1904.	1903.	1904.	R.	R.	R.	R.			
State and Guaranteed Railways.													
East Indian	709	671	1,971	1,972	19,92,367	15,47,000	638	785	3,53,51,556	3,65,90,000	12,08,944	6,48,297	
Bengal Central	172	183	170	170	18,345	18,000	132	129	5,82,868	5,99,000	16,132	...	
Bengal Nagpur (inclg. Raipur-Dhamtari & Co.)	184	169	1,805	1,805	2,75,122	3,02,000	152	162	77,33,368	93,71,000	16,37,672	6,51,566	
Great Indian Peninsula system.	691	534	1,569	1,569	8,11,340	7,75,000	517	493	2,68,47,604	2,52,01,000	...	...	
Indian Midland (inclg. Bhopal-Marsi)	227	217	916	916	1,61,674	1,68,000	175	182	49,52,291	46,38,000	...	...	
Bombay, Baroda and Central India	320	283	21	21	4,594	3,600	204	171	1,61,574	1,46,000	...	...	
North Western (inclg. Nowshera-Dargai & Co.)	283	255	3,266	3,266	11,01,358	13,01,000	366	399	2,21,15,458	2,53,55,000	32,30,542	1,18,637	
Obich and Rohilkhand (inclg. m. g.)	265	229	1,162	1,162	2,25,118	3,19,000	102	102	73,23,295	77,13,000	3,38,705	9,557	
Eastern Bengal (inclg. metre and 2' 6")	312	380	868	868	2,73,556	(a) 2,49,000	249	260	67,52,793	74,62,000	6,49,207	...	
Bombay, Baroda and Central India	809	657	461	461	3,47,458	3,44,000	732	683	90,98,332	89,21,000	...	...	
Madras	280	259	901	901	2,59,469	2,64,000	288	295	67,25,350	69,61,000	2,35,650	9,132	
North-East line	192	173	494	494	79,573	80,000	161	162	23,17,291	24,46,000	1,28,700	...	
Haridwar-Dehra	171	152	32	32	5,436	5,900	170	184	1,34,075	1,24,000	...	...	
Rajputana-Malwa (inclg. Godhra-Rullian-Nagda & Co.)	276	268	1,784	1,784	4,57,837	4,59,000	257	257	1,00,31,613	1,00,31,613	...	...	
Punjab Deesa	39	36	17	17	3,30,417	3,21,000	274	280	56,54,985	56,86,000	3,026	...	
South Indian	209	191	1,124	1,124	1,73,759	1,75,000	148	150	36,35,046	41,86,000	5,44,954	...	
Tinnevely-Quilon	96	82	19	19	1,739	5,100	91	65	41,756	1,13,000	71,244	...	
Tanjore District Board	108	101	71	71	8,839	10,800	124	100	1,00,741	2,28,000	47,256	28,566	
Southern Mahatma (inclg. G.M. From sec.)	128	115	1,165	1,165	1,92,381	1,75,000	148	150	36,35,046	41,86,000	5,44,954	2,84,719	
Mysoor section (Southern Mahatma)	107	107	296	296	33,895	29,500	115	100	7,75,046	7,63,000	1,124	...	
Bengal and N. W. (inclg. Tuhool sec.)	93	101	408	408	2,31,119	(a) 2,11,000	176	191	62,02,791	(b) 66,55,000	4,52,200	1,05,531	
Lucknow-Bareilly	138	127	200	200	26,394	30,700	132	149	7,59,942	8,09,000	51,058	20,921	
Assam-Bengal	68	68	643	643	40,497	47,900	63	65	9,93,163	12,00,000	2,06,837	35,444	
Burma	220	202	1,341	1,341	2,27,316	2,12,000	169	159	71,45,988	78,04,000	6,58,112	1,83,905	
Brahmaputra-Saltanpur	64	79	89	89	2,915	(c) 2,915	49	...	2,81,616	(d) 2,73,900	81,536	3,007	
Jodhpur-Hyderabad (British section)	94	78	124	124	11,146	12,800	90	103	2,80,464	3,02,000	21,536	...	
Nilgiri	349	337	17	17	5,791	6,700	335	394	1,41,737	1,41,900	...	...	
Special gauge } Jorhat	32	57	30	30	1,721	1,600	57	53	37,567	34,100	...	...	
TOTAL													
All other Railways.													
Dahli-Udhampur-Kalka	221	231	162	162	33,918	33,200	209	205	8,82,978	8,31,000	...	15,815	
Tarapur	135	135	22	22	5,900	5,900	241	205	1,78,816	1,70,000	...	...	
South Bihar	103	103	79	79	9,086	11,800	123	145	2,63,510	2,84,000	20,490	17,706	
Southern Punjab (Delhi-Samasnala)	103	85	425	425	46,870	60,100	110	141	10,66,741	11,85,000	1,18,259	89,332	
Rajputana-Malwa	180	149	107	107	19,312	20,300	180	192	4,71,285	5,11,000	39,715	...	
Lohiana-Dhuri-Jalhai	73	86	79	79	6,151	6,200	78	78	1,51,095	1,44,000	...	...	
The Nizam's Guaranteed State	286	261	334	334	69,571	74,100	208	222	93,27,740	90,19,000	...	...	
Tapti Valley	134	105	155	155	12,396	11,600	80	75	5,29,614	3,73,000	...	...	
Petlad-Cambay	80	71	33	33	2,763	3,500	86	106	6,514	75,500	13,086	2,583	
Nagda-Ujjain	80	80	34	34	2,183	2,200	94	89	69,912	58,000	...	...	
Bihar-Goomti-Bhadr	46	35	148	148	7,993	8,700	54	59	1,61,924	2,43,000	8,076	3,868	
Bhopal-Ujjain	89	92	114	114	11,448	6,300	100	100	2,48,954	2,14,000	17,633	4,950	
Kolar Gold-fields	302	404	10	10	3,681	5,400	368	540	94,367	1,12,000	...	...	
Rohilkhand and Kumaon (Co.'s sec.)	165	143	66	66	10,098	11,700	153	177	2,63,351	2,56,000	...	...	
Sagauli-Raxaul	54	45	18	18	782	(f) 782	44	...	23,665	15,500	...	...	
Nonkhal-Bengal	30	30	30	30	887	900	30	36	(g) 4,578	24,700	20,122	6,182	
Myrmensingh-Jamalpur-Jagannathganj	66	74	33	33	2,763	2,700	52	54	66,125	92,100	25,973	4,596	
Bengal-Doonars	122	143	36	36	5,910	4,600	161	138	1,07,215	1,27,000	19,785	10,790	
Bengal-Doonars extension	53	64	108	108	5,490	6,000	51	51	1,14,580	1,47,000	32,474	11,986	
Dibr-Sadiya	814	208	78	78	17,886	20,200	223	260	4,67,895	4,66,000	5,105	13,405	
Shoranur-Cochin	105	76	65	65	7,007	7,000	108	108	1,66,121	1,76,000	9,879	5,169	
Ahmedabad-Patnitij	58	58	55	55	3,848	5,300	70	90	77,974	99,000	22,526	10,982	
Ahmedabad-Dholka	36	36	34	34	1,793	1,600	53	47	1,793	46,600	27,958	4,531	
The Guekwa's railway	69	69	122	122	9,280	7,800	76	56	2,61,674	3,14,000	12,336	1,00,000	
Kohapur	80	80	29	29	2,856	3,400	89	117	1,66,121	1,76,000	...	...	
Yerravundi-Mysore From sec. (inclg. Nanjangid)	27	27	67	67	4,441	7,900	74	118	52,013	81,100	24,087	12,965	
Birur-Shimoga	33	33	38	38	1,198	1,200	32	32	31,338	37,000	6,660	4,573	
Hyderabad-Goudkari Valley	131	108	302	302	49,622	42,200	127	108	12,21,855	11,18,000	1,04,699	49,637	
Blavagar-Gondal-Junagad-Portbandar	119	82	304	304	34,670	45,700	104	137	9,33,394	10,38,000	10,469	5,411	
Jodhpur-Rajkot	73	60	45	45	3,446	3,900	74	85	8,11,155	9,700	25,535	2,738	
Jamnagar	51	45	54	54	2,602	2,200	48	41	63,730	64,200	461	7,740	
Dwarka-Dahad	48	48	21	21	1,602	1,300	76	62	24,176	25,800	1,634	1,466	
Jodhpur-Bikaner	64	49	700	700	49,582	50,800	71	73	11,72,175	11,53,000	19,175	11,808	
Udaipur-Chitor	56	56	67	67	4,468	2,900	67	37	92,951	76,500	...	...	
Darjeeling-Himalayan	377	326	51	51	19,338	20,000	379	302	4,70,411	4,73,000	2,580	5,421	
Kalka-Simla	82	69	34	34	1,724	1,000	51	36	66,908	25,000	2,25,000	1,50,000	
Cooch Behar	77	77	73	73	6,587	7,500	83	85	1,50,291	1,44,000	...	...	
The Guekwa's Bahhoi	28	21	27	27	1,031	700	29	19	25,324	24,100	...	...	
Rajpura	63	63	94	94	9,486	8,700	101	93	1,41,825	1,76,000	34,175	2,011	
More	125	101	22	22	2,868	2,700	128	123	66,348	96,400	30,852	5,602	
TOTAL													
GRAND TOTAL													

(a) Includes the Brahmaputra-Saltanpur railway purchased by the State.  
(b) Includes Sagauli-Raxaul railway purchased by the State from 12th April 1904.  
(c) Purchased by the State and amalgamated with the Eastern Bengal State railway.  
(d) Total earnings from 1st January to 16th April 1904.

(e) Total earnings from 1st to 16th April 1904.  
(f) Purchased by the State and included with the Bengal and North-Western railway.  
(g) Total earnings from 1st January to 11th April 1904.  
(h) Total earnings from 1st to 11th April 1904.  
(i) From 15th May to 20th June 1903.  
(j) From 23rd February to 20th June 1903.  
(k) Opened from 9th November 1903.



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SUPPLEMENT TO  
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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

Total Gross Indian Sea and Land Customs Revenue (excluding Salt Revenue)

(In thousands of Rupees)

IN THE THREE MONTHS, APRIL TO JUNE, OF										
	1895-96	1896-97	1897-98	1898-99	1899-1900	1900-01	1901-02	1902-03	1903-04	1904-05
<b>SEA CUSTOMS</b>										
<b>IMPORTS</b>										
<i>Special Import Duties</i>										
Arms, ammunition, and military stores	77	85	73	64	59	59	68	75	73	97
Liquors—										
Ale, beer, porter, cider and other fermented liquors	40	44	50	55	52	49	51	55	64	73
Spirits and liqueurs	15,06	14,52	13,74	15,36	16,77	15,94	16,38	16,23	17,76	18,17
Wines	1,10	1,04	88	86	85	85	85	93	87	84
Opium	1	1	1	1	1	1	1	1	1	1
Petroleum	11,30	8,57	11,59	9,80	8,58	11,22	14,48	14,52	13,40	11,18
Sugar (countervailing duties, 1899)	—	—	—	—	83	4,66	9,55	11,92	9,96	4
" ( " " 1902)	—	—	—	—	—	—	—	—	11	2
<i>General Import Duties</i>										
Articles of food and drink (excluding sugar)	2,76	2,89	2,88	2,52	3,02	3,20	2,78	2,95	2,97	3,21
Sugar (ordinary duties)	5,33	2,97	4,48	3,85	3,48	6,43	7,30	6,50	5,62	7,22
Chemicals, drugs, medicines and narcotics, and dyeing and tanning materials	2,43	2,60	2,41	2,43	2,74	2,41	2,73	3,04	3,31	3,25
Cotton Manufactures—										
Piece goods, grey	15,09	13,54	9,86	11,59	12,67	10,90	12,33	13,75	13,02	11,88
" white	5,55	5,14	4,06	4,47	5,38	4,55	8,22	4,94	5,05	6,67
" coloured	4,77	5,25	2,86	4,33	5,93	4,37	4,08	4,98	6,15	6,73
Other goods	4,46	24	21	27	46	36	37	27	38	63
Metals and Manufactures of—										
Silver, bullion and coin	7,16	5,59	10,64	11,24	7,95	4,09	5,66	14,02	10,63	11,67
Other metals and manufactures of metals	6,40	6,21	5,12	5,08	4,25	5,81	5,82	8,29	7,70	9,96
Oils (excluding petroleum)	13	22	50	48	33	31	33	42	26	21
Manufactured articles	11,42	12,19	9,15	9,91	11,64	11,13	13,23	12,80	14,35	16,20
Raw materials and unmanufactured articles	2,52	2,04	1,83	1,80	1,69	1,76	2,16	2,04	2,02	2,30
<b>TOTAL IMPORTS</b>	<b>96,66</b>	<b>84,31</b>	<b>81,44</b>	<b>85,19</b>	<b>87,69</b>	<b>89,07</b>	<b>1,08,47</b>	<b>1,18,92</b>	<b>1,05,93</b>	<b>1,12,39</b>
<b>EXCISE DUTY ON COTTON GOODS</b>	<b>1,56</b>	<b>1,20</b>	<b>2,00</b>	<b>3,16</b>	<b>3,40</b>	<b>2,68</b>	<b>3,12</b>	<b>3,86</b>	<b>4,15</b>	<b>4,10</b>
<b>EXPORT DUTIES—</b>										
Rice and rice-flour	22,45	22,15	13,88	26,39	25,14	23,59	21,01	33,17	29,47	32,95
<b>LAND CUSTOMS AND MISCELLANEOUS</b>	<b>1,51</b>	<b>1,62</b>	<b>1,77</b>	<b>1,79</b>	<b>1,98</b>	<b>2,09</b>	<b>2,10</b>	<b>2,38</b>	<b>2,35</b>	<b>2,45</b>
<b>GRAND TOTAL</b>	<b>1,22,18</b>	<b>1,09,28</b>	<b>99,09</b>	<b>1,16,53</b>	<b>1,18,21</b>	<b>1,17,43</b>	<b>1,34,70</b>	<b>1,58,33</b>	<b>1,41,90</b>	<b>1,51,89</b>
<i>Provincial distribution of Imports and Exports</i>										
Bengal	{ Imports 33,59	{ Imports 30,34	{ Imports 27,55	{ Imports 31,82	{ Imports 34,55	{ Imports 36,62	{ Imports 38,56	{ Imports 39,41	{ Imports 36,49	{ Imports 36,26
	{ Exports 4,85	{ Exports 4,24	{ Exports 2,16	{ Exports 4,77	{ Exports 4,53	{ Exports 5,13	{ Exports 3,10	{ Exports 4,09	{ Exports 3,98	{ Exports 4,49
Bombay	{ Imports 39,11	{ Imports 36,49	{ Imports 35,41	{ Imports 34,10	{ Imports 33,11	{ Imports 29,30	{ Imports 40,66	{ Imports 50,64	{ Imports 40,46	{ Imports 46,65
	{ Exports 79	{ Exports 90	{ Exports 63	{ Exports 1,01	{ Exports 43	{ Exports 2,09	{ Exports 81	{ Exports 1,22	{ Exports 59	{ Exports 79
Sind	{ Imports 5,77	{ Imports 5,13	{ Imports 5,11	{ Imports 5,86	{ Imports 5,75	{ Imports 8,20	{ Imports 11,98	{ Imports 12,55	{ Imports 8,86	{ Imports 8,92
	{ Exports 21	{ Exports 12	{ Exports 23	{ Exports 46	{ Exports 34	{ Exports 16	{ Exports 62	{ Exports 38	{ Exports 26	{ Exports 45
Madras	{ Imports 10,19	{ Imports 6,20	{ Imports 7,63	{ Imports 6,28	{ Imports 7,23	{ Imports 7,49	{ Imports 8,71	{ Imports 8,75	{ Imports 10,33	{ Imports 9,25
	{ Exports 1,21	{ Exports 1,75	{ Exports 2,59	{ Exports 1,16	{ Exports 1,73	{ Exports 7,5	{ Exports 1,36	{ Exports 1,80	{ Exports 1,97	{ Exports 1,84
Burma	{ Imports 8,00	{ Imports 6,24	{ Imports 5,74	{ Imports 7,13	{ Imports 7,05	{ Imports 7,46	{ Imports 8,56	{ Imports 7,67	{ Imports 9,79	{ Imports 10,31
	{ Exports 15,39	{ Exports 15,14	{ Exports 8,17	{ Exports 18,99	{ Exports 18,13	{ Exports 16,45	{ Exports 15,12	{ Exports 25,68	{ Exports 22,67	{ Exports 25,38

J. A. ROBERTSON  
Offg. Director General of Statistics

E. N. BAKER  
Secretary to the Government of India

Calcutta, July 5, 1904

GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

SANITARY.  
PLAGUE.

*Simla, the 7th July 1904.*

The following statement of plague seizures and deaths reported in India, during the week ending the 2nd July 1904, is published for general information :

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SIND.	Northern.	Bombay City	B., B. & C. I. & G. I. P.	59	53
		Dholera Port			
		Ahmedabad City	B., B. & C. I.	3	1
		Gogha Port			
		Ahmedabad District	B., B. & C. I. & B. G. J. P.		
		Broach Port			
		Broach District			
		Panch Mahals District			
		Mahikanta State			
		Kaira District			
		Rewakanta State			
		Bulsar Port		2 (a)	1
		Surat Town and Port		17 (a)	17 (a)
		Surat District		212 (a)	173 (a)
		Jhara Port			
		Bandra Port	B., B. & C. I.	10	13
		Utan			
		Vesava			
		Kelva			
		Trombay	G. I. P.		
		Tarapur	B., B. & C. I.		
		Manori			
		Mahim			
		Dahanu			
		Bhiwandi	G. I. P.		
		Agasahi	B., B. & C. I.		
		Shirgaon			
		Bassein.			
		Kalyan	G. I. P.	5	1
		Thana		10	6
		Umbergaon Port	B., B. & C. I.		
		Kon			
		Thana District	G. I. P. & B., B. & C. I.	8	4
	Central.	Ahmednagar District	Dhond and Manmad (G. I. P.)		
		Khandesh	B., B. & C. I. & G. I. P.		
		Nasik	G. I. P. & N. G.		
		Poona City	S. M. & G. I. P.	1	
		Poona District	S. M. & G. I. P.	1	
		Satara	S. M.	30	17
		Sholapur Town	G. I. P.		
		Sholapur District	G. I. P., S. M. & Barai	2	1

(a) For two weeks ending 2nd July 1904.

Presidency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SINDH.	Southern.	Alibag Port			
		Panvel "		5	3
		Ehaci "			
		Roha "			
		Kevdanda "			
		Kolaba District	G. I. P.	10	13
		Ratnagiri Port		3	3
		Vizadrag "			
		Harnai "			
		Rajapur "			
		Vengurla "			
		Jaitapur "			
		Dabhal "			
		Joignad "			
		Deogad "			
		Ratnagiri District			
		Belgaum "	S. M.	188	155
		Dharwar District		109	89
		Karwar Port			
		Akola "			
		Kunta "			
		Savantvadi State			
		Bijapur District	S. M. & G. I. P.	90	63
	Sind.	Karachi Town and Port ...	N. W.	1	1
		Karachi District			
		Hyderabad District	& J. B.	2 (b)	
		Thar and Parkar District	J. B.		
		Larkhans "	N. W.		
		Sakkar District			
		Khairpur State			
	Political charges.	Anand State			
		Tuna Port			
		Mandri "		5	5
		Mundra "			
		Jakau "			
		Cutch State		10	10
		Camboy "	B. B. & C. I.	2	1
		Savans "			
		Bhor "			
		Porbandar Port	B. G. J. P.		
		Jamnagar Town and Port			
		Dharnagar Town and Port	B. G. J. P.		
		Mongol Port			
		Jodis Port		1	1
		Salaya "		9	5



Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SINDH.	Political charges.	Jafra Port		1	
		Versawa "			
		Vavanla "			
		Kathliwar State	B., B. & C. I., Morvi & B. G. J. P.	73	39
		Kolhapur Town	S. M.		
		Kolhapur and Southern Mahratta Country	S. M.	43	49
		Sachin State	B., B. & C. I.		
		Dharapur "			
		Srivardhan Port			
		Murad "		11	4
		Barimandla "			
		Nandgaon "			
		Janjira "			
		Janjira State			
		Velan Port			
		Billimora "	B., B. & C. I.	7	1
		Kodinar "			
		Baroda City	B., B. & C. I.		
		Baroda State		26	21
		Jath "			
		Bijapur State	S. M. & G. I. P.	1	2
		Surat "	B., B. & C. I.	19	
		Aden		2 (g)	1 (f)
			TOTAL	363	746
MADRAS PRESIDENCY		Salem Town	Madras		
		Salem District		35 (a)	25 (b)
		Bellary Cantonment	S. M.		
		Bellary Town			
		Bellary District	" & Madras	40	30
		Coimbatore Town	Madras		
		Coimbatore District	Madras, S. I. & Nilgiri	177 (c)	190 (d)
		Nilgiris "	Madras		
		North Arcot "	S. I. & Madras	15 (a)	12 (a)
		South Arcot District			
		Cuddalore Port			
		Tinnevely District			
		Malabar "	Madras		
		Cuddapah "	S. I. & Madras	1	1
		Mangalore Port		3	3
		Ermala "			
		South Canara District			
		Madras City	Madras and S. I.		
		Chingleput District	S. I. & Madras		
		Kurnool District	S. M. & Madras		
		Godaveri "	Madras		
		Tanjore "	S. I.		
		Anantapur "	Madras, S. I. & S. M.	1	
		Madura "	S. I.		
		Kistna "			
		Cochin State			
			TOTAL	271	201

(a) One imported case.

(b) Two " cases.

(c) Eleven " "

(d) Eight imported cases.

(e) Four

(f) Imported case.

(g) Imported cases.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague cases.	Plague deaths.
BENGALEE.	Presidency	Calcutta	E. I., E. B. E. & B. N.	11	2
		Nadia District	E. B. S. & B. C. & R. K.		
		24 Parganas District	E. B. S., B. C. & E. I.		
		Khulna	E. C.		
	Bardwan	Midnapore District	B. N. E.		
		Hooghly	E. I. and B. P.	3	2
		Howrah Town	B. N. & H. A.		
		Howrah District	E. I., B. N. & H. A. & H. S.		
		Burdwan			
		Birham			
	Patna	Champanan District	B. & N. W.		
		Chapra Town			
		Saran District		11	13
		Gaya Town	E. I.		
		Gaya District			
		Muzaffarpur District	B. & N. W.		
		Muzaffarpur Town			
		Darbhanga District		2	1
		Shahabad District	E. I.	1	1
		Patna City		35	25
		Patna District		2	2
		Monghyr Town		2	2
	Bhagalpur	Monghyr District			
		Bhagalpur Town		1	1
		Bhagalpur District	B. & N. W.		
	Chota Nagpur	South Parganas District			
		Palamau District			
	Orissa	Cuttack District	B. N. E.		
	TOTAL			58	56
UNITED PROVINCES.	Allahabad	Allahabad City	E. I.		
		Allahabad District	B. & O. & R.		
		Cawnpore City	E. I., O. & B., B. & C. I., & G. I. P. (I. M. Sec.)		
		Cawnpore District			
		Fatehpur	E. I.		
		Banda District	G. I. P. (I. M. Sec.) & E. I. R.		
		Jhansi City			
		Jhansi District			
		Hammirpur			
		Jaloun			
	Benares	Benares Cantonment	B. & N. W. & O. & B.		
		Benares City			
		Benares District	B. & N. W., O. & B. & E. I.		
		Bellia	B. & N. W.	3	1
		Jaunpur City	O. & B.		
		Jaunpur District	B. & N. W.		
		Ghasipur	E. I. & B. & N. W.	8	8
		Mirzapur City	E. I.		
		Mirzapur District	B. & O. & R.		

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
UNITED PROVINCES.	Fyzabad	Bahraich District	B. & N. W.	1	1
		Gonda	"		
		Partabgarh	O. & R.		
		Sultanpur	"		
		Ajodhia	"		
		Fyzabad City	"		
		Fyzabad District	"		
		Bara Banki Town	B. & N. W.		
		Bara Banki District	" & O. & R.	4	4
		Badaun	"		
	Gorakhpur	Asamgarh City	B. & N. W. & O. & R.		
		Asamgarh District	"	1	1
		Gorakhpur City	B. & N. W.		
		Gorakhpur District	"		
		Basti District	"		
		Meerut City	N. W.		
	Meerut	Meerut Cantonment	"		
		Meerut District	N. W., O. & R. & E. I.		
		Musafarnagar City	N. W.		
		Musafarnagar District	"		
		Aligarh	E. I. & O. & R.		
		Sahasnagar City	"		
		Sahasnagar District	O. & R. & N. W.	1	1
		Hardwar Union	"		
		Roorkee Town	"		
		Bulandshahr District	E. I. & O. & R.		
	Lucknow	Dehra Dun	B. & N. W. & O. & R.		
		Unao District	O. & R. & B. & N. W.		
		Lucknow City	" B. & N. W. & E. K.		
		Lucknow District	"		
		Hardoi	O. & R.		
		Rae Bareilly	"		
		Etanagar	R. K.		
		Kheri	"		
		Etawah City	E. I.		
		Etawah District	"		
	Agra	Fatehgarh	B., B. & C. I.		
		Farrukhabad Town	"		
		Farrukhabad District	"	1	1
		Mainpuri	E. I.		
		Agra City	B., B. & C. I., G. I. P. & E. I.		
		Agra District	"		
		Etah	"		
		Muttra	"		
		Muttra City	"		
		Bareilly City	R. & K. & O. & R.		
	Mohilkhand	Bareilly District	"		
		Shahjahanpur District	" & O. & R.		
		Shahjahanpur City	"		
		Bijnor Town	"		
	Kannau	Bijnor District	O. & R.		
		Naini Tal	O. & R.		
		Gazhwal District	"		
TOTAL				19	17

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
PUNJAB	Jullundur	Ludhiana District	N. W.	4	3
		Jullundur		23	24
		Jullundur City			2
		Hoshiarpur District		35	27
		Ferozshpur	N. W.	27 (a)	21 (a)
		Kangra		0	3
	Lahore	Amritsar City	N. W.	8	8
		Amritsar District		124	128
		Gurdaspur		96	99
		Lahore		71	71
		Lahore Municipality		9	8
		Gujranwala District		167	167
		Sialkot		99 (a)	90 (a)
		Montgomery		2	1
	Rawalpindi	Rawalpindi District	N. W.	12	8
		Gujrat		462 (a)	444 (a)
		Shahpur		96	107
		Jhelum		27	23
		Attock			
	Multan	Jhang		6	5
		Multan			
		Mianwali			
	Delhi	Gurgaon	B., B. & C. I.		
		Delhi	E. I., O. & R., B., B. & C. I., & N. W.		
		Hissar	B., B. & C. I. & N. W.	1	1
		Karnal	E. I.	21	20
		Simla	B. K.		
		Ambala	N. W. & E. I.	7	3
		Rohatki	N. W.	3	
	Central Provinces (including Benar.)	Patiala City	Rajpura-Bhatinda (N. W. Ry.)		
		Patiala State	N. W., E. I., B., B. & C. I. & J. B.	21	21
		Kapurthala State	N. W.		4
		Kalsia State	E. I.		
		Jind	N. W. & B., B. & C. I.		
		Nabha			
		Buchanpur Town			
		Nimar District	G. I. P. & B., B. & C. I.		
		Hoshangabad Town			
	Nerbudda	Hoshangabad District			
		Narsingpur Town			
		Narsingpur District			
		Chhindwara	B. N.		
		Khandwa Town	B., B. & C. I. & G. I. P.		
		Batal District			
TOTAL				1,884	1,314

(a) Figures for 2 weeks ending 2nd July 1904.



Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.			Plague seizures.	Plague deaths.
CENTRAL PROVINCES (including Berar).	Nagpur	Nagpur City	B. N. & G. I. P.				
		Nagpur District					
		Wardha Town	G. I. P.				
		Wardha District					
		Chanda "					
		Bhandara Town	B. N.				
		Bhandara District					
		Balaghat "					
		Balaghat Town	E. I. & G. I. P.				
	Jubbulpore	Jubbulpore Town					
		Jubbulpore District	E. I. & G. I. P.				
		Damoh Town	G. I. P. (I. M. Sec.)				
		Damoh District					
		Saugor Cantonment					
		Saugor Town					
		Saugor District					
		Seoni District	B. N.				
		Mandla "					
	Chhattisgarh	Bilaspur Town					
		Bilaspur District					
		Raipur "					
		Sambalpur "					
		Akola District	G. I. P.				
		Buldana "					
		Wun "					
		Basim "					
		Amraoti "	G. I. P.				
Mysore State.		Elliebpur "					
		Yestmal "					
		TOTAL				5	5
		Bangalore City	S. M. & Madras				
		Bangalore Civil and Military Station				13	16
		Bangalore District				99	69
		Mysore City					
		Mysore District	& Madras			182	197
		Kolar "	Madras and S. M.			57	41
		Kolar Gold Fields				9	5
		Tumkur District	S. M.			7	4
		Shimoga "				45	39
		Chitaldrug "				62	24
		Kadur "				13	7
		Hassan "				11	8
		TOTAL				428	311

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
HYDERABAD STATE.		Amrabad District	N. G. S.		
		Bir			
		Hyderabad	N. G. S.		
		Indur			
		Umanabad	G. I. P. & Barni		
		Lingnagar	S. M.		
		Parbhani	N. G. S.		
		Salihar	G. I. P. & Madras	16 (a)	13 (a)
		Gulbarga	G. I. P. & N. G. S.	11 (a)	11 (a)
		Nander	N. G. S.		
Total				27	23
CENTRAL INDIA.		Indore City	B., B. & C. I.		
		Indore State			
		Ujjain City			
		Gwalior			
		Gwalior State	B., B. & C. I., G. I. P.		
		Dhar	G. I. P. (L. M. Sec.) & Gwalior		
		Pathari State	G. I. P. (L. M. Sec.)		
		Bhopal City			
		Bhopal State	G. I. P.		
		Mhow Cantonment	B., B. & C. I. (Rajputana-Malwa)		
		Nimgoh			
		Indore Residency			
		Batlam City	B., B. & C. I.		
		Ratlam State			
		Dawas Town		2 (b)	2 (b)
		Dawas State	G. I. P.		
		Narsingh State			
		Guaranteed Holdings (Malwa Agency)			
		Tock State (portion in Central India)	G. I. P.		
		Behror		1 (b)	
		Sailana	B., B. & C. I.		
		Piploda District			
		Bagli State			
		Jhabua	B., B. & C. I.		
		Jaora			
		Jaora Town			
		Agar Military Station			
		Munpur			
		Sitaman State			
		Rajgarh			
		Karwal			
Total				3	2
RAJPUTANA		Abu Road			
		Ajmer District	B., B. & C. I.		
		Mewar State			
		Parbhargh State		6 (b)	5 (b)
		Chitor (Udaipur State)		1 (b)	1 (b)
		Tock State	B., B. & C. I.		
		Marwar	J. B.		
		Jaipur	G. I.		

(a) Figures for the period from 21st to 27th June 1904.  
 (b) Figures for week ending 24th June 1904.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Plague seizures.	Plague deaths.
RAJPUTANA		Kishengarh Town	C. I.					
		Bikanir State	J. B.					100
		Jhallawar "	}					100
		Kotah State						100
		Sirohi "						100
		Shahpura State	B. B. & C. I.				100	100
		Alwar "	B. B. & C. I.				100	100
		Banawara Town					100	100
		Bharatpur State					100	100

H. H. RISLEY,  
Secretary to the Government of India.

## GOVERNMENT OF INDIA

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Rainfall summary for the seven days ending at 8 a.m. on Thursday, the 7th July 1904, based on the India Daily Weather Reports of the period.**

The most important feature of the weather of the past week has been a large, shallow, diffused, depression which left the head of the Bay travelling westward on Saturday, the 2nd July, and passing across the head of the Peninsula and through Gujarat occasioned a considerable increase in the strength of the Arabian Sea monsoon current and a considerable extension of rain over part of north-west and central India.

The Bay monsoon blew steadily on the Burma coast throughout the week and falls of rain of between 2" and 5" were of almost daily occurrence in this area. The current also extended fairly steadily into Lower Burma, during the first four days of the week, to which division it gave moderate rain. But on the last three days the current fell off and the rainfall became light. Over Upper Burma, the greater part of Bengal and Assam the rainfall, though continuous, was not generally heavy, though local falls of between 2" and 3" in twenty-four hours were occasionally recorded during the week. At Cherra Poonjee the total of the week's fall was only 9·91", the normal fall for the period being 29·38".

This light rainfall was due largely to the presence over the head of the Bay and Lower Bengal of feeble depressions which impeded the free flow of humid winds from the Bay into north-east India. These depressions while spoiling the rainfall over north-east India materially increased the fall over Orissa, the Circars and the east Satpuras where the week's fall exceeded the normal. They likewise increased the general strength and extent of the Arabian Sea monsoon. That current gave very heavy rain to the west coast divisions—more particularly on the 3rd and 4th—when Karwar reported 7·53"; Goa 8·70"; Mormugao 7·08"; Mercara 5·85"; and Katnagiri 8·39" in twenty-four hours. The current likewise extended well into the Peninsula, the west Satpuras, the Central India plateau and Gujarat where the following largish amounts in twenty-four hours were recorded, *viz.*, on the 2nd; 1·91" at Sholapur; on the 3rd 5·18" at Akola, 3·11" at Amraoti, and 3·09" at Hyderabad; on the 4th 2·75" at Indore; on the 5th 3·35" at Verawal; on the 6th 4·36" at Rajkote; and on the 7th 4·30" at Rajkote.

Over northern India the rainfall was irregularly distributed. Over the Gangetic Plain there was comparatively little rain and over the North-West Dry area still less, but from the 3rd onward a certain amount of flow of moist air from the Arabian Sea through the central parts of the country into Upper India took place and daily rainfall occurred on and near the north-west Himalayas.

The rainfall table shows that the average actual rainfall of the week ranged from 0·24" in Baluchistan; 0·33" in the North-West Dry area and 0·36" on the east coast (South) to 11·91" in the Calicut subdivision, to 12·69" in the Burma coast division and to 16·28" in the Bombay subdivision. The week's fall was more or less excessive over Burma (Coast and Wet), over the Calcutta, Burdwan, Lahore, Ranchi, Indore, Bijapur, and Hyderabad subdivisions and the Baluchistan, East coast (north), West coast, Gujarat, west Satpuras and south India divisions. Elsewhere the fall was more or less deficient. The largest positive departures were 5·93" in the Burma coast; 7·15" along the west coast; and 2·56" in Gujarat; while the largest negative departures were 5·36" in the Brahmaputra Valley; 3·63" in the east Sub-Himalayas; 2·50" in the Jubbulpore subdivision; and 1·92" in the Patna subdivision.

The seasonal rainfall to date is now normal or above the normal except over the Brahmaputra Valley, the west Sub-Himalayas, the West Gangetic Plain, the North-West Dry area, Baluchistan, and the Jubbulpore, Jhansi, and Ahmedabad divisions where it is still more or less in defect.



RAINFALL DIVISION WITH REPRESENTATIVE STATION.	Rainfall sub-division named after representative station.	RAINFALL DATA FOR WEEK ENDING ON 7TH JULY 1904.			RAINFALL DATA FROM 10TH APRIL 1904 TO 7TH JULY 1904.			SEASONAL PERCENTAGE DEPARTURE FROM NORMAL.	
		Average actual rainfall.	Average normal rainfall.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect in inches.	This week.	Last week.
		Inches.	Inches.	Inches.	Inches.	Inches.			
1. Burma Coast (Rangoon)	...	12.69	6.76	+5.93	63.22	53.50	+11.72	+22	+12
2. Burma Wet (Bhamo)	...	5.21	3.46	+1.75	22.70	20.68	+2.02	+10	+2
3. Burma Dry (Mandalay)	...	0.56	0.03	-0.07	10.25	11.22	-0.97	-9	-8
4. Delta of Bengal	{ Narayanganj	2.41	3.88	-1.47	31.53	34.16	-2.63	-8	-4
5. Brahmaputra Valley (Sibsagar)	{ Calcutta	3.38	3.09	+0.29	20.23	20.99	-0.76	+25	+28
	...	2.53	7.89	-5.36	41.08	54.32	-13.24	-24	-17
6. Himalayas and Sub-Himalaya, East.	{ Dinajpur	1.17	6.44	-5.27	26.58	32.75	-6.17	-10	-3
	{ Darbhanga	0.21	3.19	-2.98	11.57	14.10	-2.53	-18	+4
7. Indo-Gangetic Plain, East	{ Bahraich	1.13	3.77	-2.64	11.95	11.43	+0.52	+5	+41
	{ Burdwan	4.04	3.17	+0.87	19.58	19.70	-0.12	-1	-6
	{ Patna	0.89	2.81	-1.92	13.31	11.41	+1.90	+17	+44
8. Himalayas and Sub-Himalaya, West.	{ Simla	1.55	2.81	-1.26	8.04	11.28	-3.24	-29	-23
9. Indo-Gangetic Plain, West	{ Ludhiana	2.34	2.65	-0.31	5.31	8.70	-3.39	-39	-52
	{ Cawnpore	0.99	2.31	-1.32	4.50	7.41	-2.91	-39	-31
10. N.-W. Dry Area (Bikaner)	{ Lahore	2.01	1.61	+0.40	4.13	5.17	-1.04	-20	-40
11. Baluchistan (Quetta)	...	0.33	0.55	-0.22	0.90	1.08	-0.18	-53	-61
	...	0.24	0.07	+0.17	0.24	0.50	-0.26	-52	-100
12. East Coast, North	{ Waltair	1.08	1.38	-0.30	10.71	8.01	+2.70	+34	+32
	{ Cuttack	2.85	2.45	+0.40	18.24	17.79	+0.45	+3	0
13. East Satpuras	{ Ranchi	6.39	3.41	+2.98	24.70	15.88	+8.82	+50	+47
	{ Raipur	3.06	3.09	-0.03	15.03	12.26	+2.77	+27	+37
	{ Jabalpur	1.32	3.82	-2.50	6.07	13.69	-7.62	-56	-52
14. Central India Plateau	{ Jhansi	1.68	2.88	-1.20	6.72	10.87	-4.15	-38	-37
	{ Jaipur	1.09	1.50	-0.41	4.32	4.37	-0.05	-1	+13
	{ Indore	4.43	2.84	+1.59	7.98	9.35	-1.37	-15	-45
15. West Coast	{ Calicut	11.91	5.69	+6.22	52.81	39.65	+13.16	+33	+20
16. Gujarat	{ Bombay	16.28	8.20	+8.08	56.75	37.93	+18.82	+50	+36
	{ Ahmedabad	4.92	3.09	+1.83	6.00	11.36	-5.36	-47	-87
17. West Satpuras (Akola)	{ Rajkot	4.06	1.66	+2.40	5.45	5.48	-0.03	-1	-87
	...	3.67	1.91	+1.76	9.31	8.04	+1.27	+8	-16
18. Deccan	{ Bellary	0.68	0.72	-0.04	5.69	5.18	+0.51	+10	+12
	{ Bijapur	2.86	1.19	+1.67	9.70	8.00	+1.70	+21	0
19. South India	{ Hyderabad	2.93	1.01	+1.92	8.62	5.68	+2.94	+52	+22
	{ Mysore	1.44	0.54	+0.90	12.49	8.07	+4.42	+27	+47
20. East Coast South (Madras)	{ Madras	0.47	0.42	+0.05	7.02	5.54	+1.48	+55	+28
	...	0.36	0.66	-0.30	3.46	3.16	+0.30	+9	+24

W. L. DALLAS,

for Meteorological Reporter to the Government of India  
and Director General of Indian Observatories.

J. WILSON,

Secretary to the Government of India.

SIMLA:  
The 8th July, 1904.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,  
2nd July 1904.

**Madras.**—The rainfall of the week was good in the Circars, on the West Coast and on the hills; fair in the Deccan; and light elsewhere. Irrigation supplies are insufficient in parts of Salem, the Deccan and the Southern districts. Ploughing, sowing and transplanting are in progress in parts. The standing crops are in good condition. Harvests continue in parts with fair to normal outturn. Pasture is scanty in parts of Kistna, the Deccan, the Carnatic and the Southern districts. Fodder is procurable. The condition of cattle is good. Prices are almost stationary.

**Bombay.**—There was heavy rain during the week in parts of the Konkan, Nasik and Belgaum; good in parts of Surat, Poona, Dharwar and Wadhwan; moderate in parts of Ahmedabad, Kaira, Broach, Satara, Bijapur and Baroda; and slight in parts of the Panch Mahals, Khandesh, Ahmednagar, Sholapur and Rajkot. More rain is needed in parts of Larkana, the Deccan, the Carnatic and Baroda. Preparation of lands for autumn cultivation continues in parts of Thar and Parkar, Ahmedabad, Broach, Nasik and Belgaum. Sowing of autumn crops has been completed in Thana, continues in parts of Sindh, Gujarat, Ratnagiri, the Deccan, the Carnatic and Rajkot; but is retarded for want of sufficient rain in parts of Larkana, Ahmednagar, Poona, Sholapur and Bijapur. Transplantation is in progress in parts of Sindh and the Konkan, but is retarded in parts of Thana, owing to insufficient rain. Autumn seedlings have been damaged by locusts in parts of the Upper Sindh Frontier, Thana, Ratnagiri, Ahmednagar, Poona and Satara. The fodder-supply is sufficient. The water-supply is generally sufficient. Prices have fallen in six districts; and are stationary elsewhere.

**Bengal.**—The rainfall during the week was general and in some places moderately heavy. More rain is, however, needed in parts of Burdwan, Shahabad, Darbhanga and Purnea. The prospects of paddy, jute and other standing crops are generally good. Transplantation of winter rice is in progress. Fodder and water are generally sufficient. The price of common rice has risen in thirteen districts, has fallen in six, and is stationary in the remainder.

**United Provinces.**—Rain fell in thirty-two districts during the week, one receiving over 3 inches and two over 2 inches. More rain is needed to allow of operations for the autumn crops being freely started. Sugarcane and indigo continue to be irrigated and weeded. The standing crops are doing well. Early sown crops have germinated in places. Locusts are reported to have passed through the Aligarh and Cawnpore districts, but no damage was done. Supplies are sufficient, but fodder is reported to be dear in Farruckhabad. Prices are almost stationary.

**Punjab.**—Slight rain fell during the week in Amritsar and parts of Hissar, Umballa, Jullundur, Sialkot, Shahpur and Rawalpindi. The price of wheat is rising in Hissar, Jullundur and Mooltan; and falling in Shahpur and Mianwali. The prices of other food-grains are fluctuating. The extra spring crops are being harvested in some districts. Wheat is being threshed and removed in Mooltan. Ploughings for and sowings of autumn crops are in progress. Rain is badly wanted in most districts. The condition and prospects of the standing crops are said to be good. The recent rain has benefitted the crops in Amritsar. Locusts have appeared in parts of Delhi and have slightly damaged the cotton crop. Cattle are generally in good condition throughout the Province. Fodder is said to be sufficient in all districts, except in parts of Delhi.

**North-West Frontier Province.**—The rainfall of the week was very slight. The standing crops are in fair condition, but rain is urgently wanted to complete autumn sowings, to improve the prospects of the sown crops and the growth of pasture. There is sufficient water in the Peshawar canals, except in the Bara, but the Kalapani supply is slightly decreasing in Dera Ismail Khan. The stocks of food-grains and fodder are ample. Prices are rising slightly all round.

**Burma.**—The rainfall of the week was heavy in the coast districts; slight in the dry region with none in Shwebo, Sagaing, and Lower Chindwin; and fair elsewhere. The reaping of dry weather paddy has commenced in Magwe. Ploughing for wet weather paddy is general and approaches completion in Maubin, Thaton and Amherst. Sowings have extended to three more districts and transplanting has begun in Maubin, Shwebo and Kyaukse. The sowing of early sesamum is nearly finished in Shwebo. Paddy nurseries have been partially destroyed by insects in the Tamadaw township and are withering owing to the long break in the rains in the Shwebo township. The standing crops are on the whole doing well. The price of paddy has fallen considerably in Amherst and slightly in two other districts, has risen slightly at two centres, but is otherwise unchanged.

**Central Provinces.**—Light to moderately heavy rain has fallen during the week in all districts. The heaviest falls were at Sambalpur  $8\frac{1}{2}$  inches and Akola  $5\frac{1}{2}$  inches. The rainfall up to date is deficient in the Northern and Nerbudda Valley districts, where more rain is needed for autumn sowings and for the proper germination of the seed already sown. In Chhattisgarh the rainfall has exceeded the average and a break is much needed for rice which is being damaged by heavy rain. Locusts continue to infest Hoshangabad, Nimar, Betul, Chhindwara, Wardha, Nagpur, Chanda and Ellichpur and are reported to have slightly damaged the germinating of the young *juar* plants in Nimar. Young grasshoppers have also appeared in the Jangir tahsil of the Bilaspur district. Fodder and water are sufficient. Prices have fluctuated slightly.

**Assam.**—The weather is hot with occasional rain in all districts. More rain is wanted in Lakhimpur. Ploughing for and sowing of late rice; reaping of early rice; and plucking and manufacture of tea are in progress. Planting of sugarcane still continues in Sibsagar and Lakhimpur. The prospects of tea, sugarcane, and cotton are fair. Prospects of jute are not good in Goalpara owing to the previous heavy rain. Cattle-disease is prevalent in six districts. Prices—common rice—Silchar, 17; Sylhet and Dhubri, 16; Gauhati, Tezpur and Sibsagar, 14; and Nowgong and Dibrugarh 13 seers per rupee.

**Mysore.**—There was good rain throughout the Province during the week. Prices are steady. The standing crops are in good condition and the prospects of the season are good. Cattle are healthy. Water and fodder are available.

**Coorg.**—Rainfall—twenty-two inches 88 cents. Sowing of rice continues. Prices of food-grains are normal. Water and fodder are ample.

**Hyderabad.**—Rainfall—one inch 17 cents. Autumn sowings are in progress. The early rice sowings have commenced in parts. Lands are under preparation for further sowings. Prospects are good. Prices—wheat 13 $\frac{3}{4}$ , rice 11 $\frac{1}{4}$ , and *juar* 27 $\frac{1}{2}$  seers per *halli* rupee.

**Rajputana.**—Rain fell in parts of the Agency during the week. Agricultural operations are satisfactory. Ploughing and sowing are in progress. Agricultural stock is in satisfactory condition. Fodder is sufficient. Prices are rising.

**Central India.**—The rainfall of the week was partial to general in parts of Gwalior, Indore and Bhopawar, and slight in parts of Malwa. The fall was sufficient in Indore and part of Gwalior and insufficient elsewhere. Agricultural operations are in progress everywhere. Damage from locusts to germinating crops is reported from Dhar and Jobat. Agricultural stock and pasturage are generally in good condition. Prices are low in places; normal in Gwalior, Indore and Bhopal; below normal in Baghelkhand; rising in Dhar; and stationary in Bhopawar, Bundelkhand and Malwa. Locusts were reported in the Nimawar district of Indore during the last month.

**Kashmir.**—The weather is bright and warm. Prices are stationary.

**Jammu.**—There was no rain during the week. Prices are fluctuating. Wheat sells from 14 to 26 and maize 20 to 44 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient. Land is being prepared for autumn sowings for which rain is urgently wanted.

**Nepal.**—Rainfall 1.94 inches.—The weather has been warm with occasional showers of rain. Transplanting of lowland rice is in progress. Prospects are good. The price of rice is 6 $\frac{1}{2}$  seers per rupee.

J. WILSON,

Secretary to the Government of India.

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SUPPLEMENT TO

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## OFFICIAL PAPERS

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

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No Official Orders or Notifications, the publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

### WHOLESALE AND RETAIL PRICES IN THE FIRST HALF OF JUNE 1904 OF

RICE  
WHEAT AND FLOUR  
BARLEY  
JAWAR AND BAJRA  
RAGI  
KANGNI

MAIZE  
GRAM AND PULSE  
GHI  
SUGAR  
SALT  
TOBACCO

TURMERIC  
GRAMS AND STRAW  
JAWAR STALKS  
BHUSA  
SHEEP, GOATS, AND BULLOCKS



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE FIRST HALF OF JUNE

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Burma—</b>												
Tenasserim—												
Mergui	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy	...	...	28'41	32'63	...	...	...	...	...	...	...	...
Moulmein and Amberst	...	...	35'18	35'66	35'05	35'65	...	...	...	...	...	...
Pegu (delta)—												
Bangoon	...	...	30'78	22'22	27'12	30'10	...	...	...	...	...	...
Thongwa	...	...	31'66	31'68	...	...	...	...	...	...	...	...
Bassein	...	...	29'49	29'77	...	...	...	...	...	...	...	...
Pegu (inland)—												
Hennada	...	...	24'10	37'63	...	...	...	...	...	...	...	...
Toungoo	...	...	26'59	24'37	...	...	...	...	...	...	...	...
Upper Burma—												
Mandalay	...	...	38'16	38'86	18'99	20'68	...	...	...	...	...	...
Bhamo	...	...	31'37	40'76	...	...	...	...	...	...	...	...
Pakokku	...	...	...	...	...	...	...	...	...	...	...	...
Arahan—												
Kyaukse	...	...	28'57	36'36	...	...	...	...	...	...	...	...
Alayab	...	...	...	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
Brassputra—												
Goalpara	12'5	15	27'5	30	...	...	...	...	...	...	...	...
Gauhati	...	...	27'5	31'25	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
Eastern—												
Chittagong	...	...	31'26	30	...	...	...	...	...	...	...	...
Dacca	...	...	25	31'25	22'5	21'25	...	...	12'5	16'75	...	...
<b>Belliss—</b>												
Midnapur	...	...	26'87	32'5	...	...	...	...	...	...	...	...
Calcutta	...	...	40	40	32'5	30	...	...	...	...	...	...
<b>Central—</b>												
Bardwan	...	...	31'87	35	...	...	...	...	...	...	...	...
Pabna	...	...	25	31'41	21'25	22'66	...	...	...	...	...	...
<b>Northern—</b>												
Rangpur	...	...	33'53	27'5	34'52	26'25	...	...	...	...	...	...
<b>Orissa—</b>												
Cuttack	...	...	21'56	26'44	22'5	23'91	...	...	...	...	...	...
<b>Bihar, south—</b>												
Patna	...	...	21'37	24'63	20'62	22'5	...	...	14'37	16'87	15	21'87
<b>Bihar, north—</b>												
Bhagalpur	...	...	26'75	30'31	24'37	26	...	...	17'4	17'82	...	...
Muzaffarpur	...	...	25'78	27'5	25	27'5	...	...	15	16'56	...	...
<b>United Provinces:</b>												
(a) AGRA—												
Eastern—												
Banaras	18'5	17'5	33'6	30'67	24'17	24'53	30'37	29'22	16'41	17'08	...	...
<b>Central—</b>												
Cawnpore	18'18	22'24	30'21	33'83	21'61	24'22	25'78	25'59	14'79	17'4	...	...
Jhansi	20	30	28'12	40	22'54	27'92	...	...	13'44	13'9	...	...
<b>Western—</b>												
Muzrai	...	...	26'46	26'46	22'18	23'44	27'07	27'97	14'27	17'03	14'79	20
Agia	...	...	20	40	...	...	...	...	...	...	...	...
<b>Submontane, west—</b>												
Shahjahanpur	...	20	31'46	47'03	22'5	24'79	25'62	29'56	15'47	20'47	15'16	18'54
(b) OUDH—												
Southern—												
Lucknow	18'65	21'04	33'23	24'43	23'66	23'55	26'59	29'59	12'8	15'26	15'41	16'18
<b>Northern—</b>												
Fyzabad	17'5	20	27'5	40	23'91	23'44	...	...	15'36	17'24	...	...

\* The figures under "Rice, husked" represent the prices of common rice

(The figures state prices in rupees per ten maunds)

BARRA		BARI		MAHER		GRAM		ABHAR DAL		GHI		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
...	...	...	...	...	...	...	...	...	...	...	...	Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Tenasserim—
...	...	...	...	...	...	40.75	40.75	50	50	...	...	Mergui
...	...	...	...	...	...	...	...	...	...	...	...	Tatoy
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst
...	...	...	...	...	...	33.88	34.82	25.4	28.36	...	...	Pegu (deltaic)—
...	...	...	...	...	...	33.89	32.16	...	...	...	...	Rangoon
...	...	...	...	...	...	...	...	...	...	...	...	Thongwa
...	...	...	...	...	...	...	...	...	...	...	...	Bassein
...	...	...	...	...	...	33.67	...	45.71	45.12	...	...	Pegu (inland)—
...	...	...	...	...	...	35.99	36.1	...	...	...	...	Henzada
...	...	...	...	...	...	...	...	...	...	...	...	Toungoo
...	...	...	...	15.2	15.55	25	27.47	45.38	44.14	...	...	Upper Burma—
...	...	...	...	...	...	20	26.67	40.35	41.22	...	...	Mandalay
...	...	...	...	...	...	...	...	...	...	...	...	Bamo
...	...	...	...	...	...	...	...	...	...	...	...	Pakokku
...	...	...	...	...	...	33.1	40	50	50	...	...	Arakan—
...	...	...	...	...	...	...	...	...	...	...	...	Kyaukpada
...	...	...	...	...	...	...	...	...	...	...	...	Akyab
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	...	...	...	...	...	...	...	...	Brahmaputra—
...	...	...	...	...	...	...	...	...	...	...	...	Goalpara
...	...	...	...	...	...	...	...	...	...	...	...	Gauhati
...	...	...	...	...	...	30	32.5	43.75	40	340	300	Bengal—
...	...	...	...	...	...	24.87	25	33.75	25	400	400	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Chittagong
...	...	...	...	...	...	...	...	...	...	...	...	Dacca
26.25	25	...	...	...	...	22.5 to 25	23.12 to 26.75	32.5	36.25	325	305	Dacca—
...	...	...	...	...	...	22.5	25	42.5	42.5	390	390	Midnapur
...	...	...	...	...	...	...	...	...	...	...	...	Calcutta
...	...	...	...	...	...	31.87	32.75	31.25	35	325	300	Central—
...	...	...	...	...	...	20	23.50	33.25	39.53	520	520	Bardwan
...	...	...	...	...	...	...	...	...	...	...	...	Pabna
...	...	...	...	...	...	21.09	21.25	33.33	40	333.33	320	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Rangpur
...	...	...	...	...	...	21.56	20	21.56	22.12	343.87	337.5	Orissa—
...	...	...	...	...	...	...	...	...	...	...	...	Cuttack
...	...	...	...	12.75	15	16.87	16.87	24.87	15.62	300	270	Bihar, south—
...	...	...	...	...	...	...	...	...	...	...	...	Patna
...	...	...	...	19.69	17.71	19.69	16.87	25	26.25	330	320	Bihar, north—
...	...	...	...	13.91	16.91	19.19	19.08	25	25	320	313.12	Bhagalpur
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur
...	...	...	...	...	...	...	...	...	...	...	...	United Provinces:
...	...	...	...	...	...	...	...	...	...	...	...	(a) AGRA—
...	...	...	...	...	...	17.5	16.77	23.44	29.79	335.26	308.2	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Benares
...	...	...	...	...	...	17.4	18.59	...	...	304.74	290.83	Central—
...	...	...	...	...	...	15.1	19.17	...	...	293.47	265.52	Cawnpore
...	...	...	...	...	...	...	...	...	...	...	...	Jaunpur
19.57	20	...	...	11.72	15.16	19.06	18.59	21.04	30.78	320	290.83	Western—
16.94	19.48	...	...	...	...	16.27	21.46	30	32.07	302.5	265.26	Mearat
...	...	...	...	...	...	...	...	...	...	...	...	Agra
...	...	...	...	...	...	15.94	20.73	19.06	...	320	320	Submontane, north—
...	...	...	...	...	...	...	...	...	...	...	...	Shahjahanpur
...	...	...	...	...	...	...	...	...	...	...	...	(b) OUDH—
17.76	17.10	...	...	13.36	14.5	18.59	18.18	...	...	315	335	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow
...	...	...	...	...	...	17.5	17.5	...	...	340	330	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Fyzabad

WHOLESALE PRICES FOR THE FIRST HALF OF JUNE—continued

WHOLESALE PRICES FOR THE YEAR 1904												
DISTRICTS	SUGAR, RAW (Gir)		SALT		TOBACCO LEAF		TERRIFIC		GRASS		STRAW	
	1904	1905	1904	1905	1904	1905	1904	1905	1904	1905	1904	1905
Burma—												
Tonawin—			1356	904								
Mergui . . . . .	211	210	2254	2254	211	200	211	211	211	211	211	211
Tayoi . . . . .	214	210	1877	1877	211	211	211	211	211	211	211	211
Moulmein and Amherst .	217	211			211	211	211	211	211	211	211	211
Pegu (delta)—												
Rangoon . . . . .	211	211	1905	1905	211	211	211	211	211	211	211	211
Thongwa . . . . .	211	211	2246	2246	211	211	211	211	211	211	211	211
Ramsein . . . . .	211	211	2261	2261	211	211	211	211	211	211	211	211
Pegu (inland)—												
Henada . . . . .	211	211	2126	2192	211	211	211	211	211	211	211	211
Toungoo . . . . .	211	211	2424	2481	211	211	211	211	211	211	211	211
Upper Burma—												
Mandalay . . . . .	211	211	2253	2471	211	211	211	211	211	211	211	211
Hamo . . . . .	211	211	2471	2471	211	211	211	211	211	211	211	211
Pakthko . . . . .	211	211			211	211	211	211	211	211	211	211
Arakan—												
Kyaukpada . . . . .	211	211	2105	2105	211	211	211	211	211	211	211	211
Akyah . . . . .	211	211			211	211	211	211	211	211	211	211
Assam—												
Brakmaputra—												
Goalpara . . . . .	65	45			211	211	211	211	211	211	211	211
Cachari . . . . .	211	211			211	211	211	211	211	211	211	211
Bengal—												
Kalga—												
Chittagong . . . . .	50	50	30	30	155	1025						
Dacca . . . . .	375	50	2937	35	70	80			25	25		
Dacca—												
Midnapur . . . . .	45 to 50	425 to 45	2875	3062	50 and 80	6875 and 90					867	126
Calcutta . . . . .	425	425	2625	2812		80			1125	10	875	71
Central—												
Barwan . . . . .	475	40	275	2844							875	594
Pabna . . . . .	50	4375	3156	3092	120	65					875	10
Northern—												
Rangpur . . . . .	6210	575	3333	35	4646	100			187	156	75	487
Orissa—												
Cuttack . . . . .	40	4125	25	2487	425	4125			489	531	487	487
Bihar, south—												
Patna . . . . .	40	375	2937	30	35	40			312	5		
Bihar, north—												
Bhagalpur . . . . .	475	35	2861	2153	60	40						
Muzaffarpur . . . . .	3078	3078	3187	3625	80	80						
United Provinces:												
(a) AGRA—												
Eastern—												
Benares . . . . .	4563	4068										
Central—												
Cawnpore . . . . .	40	4208			50	55	70	50				
Jhansi . . . . .	50	4432					5710	5067				
Western—												
Meerut . . . . .												
Agra . . . . .	3707	3807			80	1207	45	4875	5	875		845
Subsidiary, west—												
Shahjahanpur . . . . .		45					55 and 60	55 and 80				
(b) OODH—												
Southern—												
Ludhnow . . . . .	35	4198			60	60			666	625		
Northern—												
Fyzabad . . . . .	3125	3625										

(The figures state prices in rupees per ten maunds)

[illegible]

## WHOLESALE PRICES FOR THE FIRST HALF OF JUNE 1904

Districts	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Rajputana—</b>												
Eastern—Ajmer	125	125	...	...	27 34	28 08	...	...	20	25	16 07	22 19
<b>Panjab—</b>												
Southern—Ferozepur	19 08	20	44 37	44 37	51 09	22 19	28 50	30 62	12 97	13 75	12 08	17 24
Central—Lahore	19 58	23 25	38 07	43 08	19 53	22 06	21 03	24 58	12 66	16 41	12 66	20 28
South-eastern—Delhi	...	...	42 18	36 35	25 27	25 03	30 73	31 5	15 42	17 61	15 38	19 06
Submontane—Amritsar	20 42	25	36 97	40	19 27	20 58	21 61	23 55	...	...	...	...
Northern—Rawalpindi	21 04	22 19	50	57 02	21 61	25 31	26 25	20 87	12 5	19 37	14 79	22 12
Western—Multan	16 62	20	28 54	30 78	23 10	26 67	29 63	33 33	15 05	19 06	14 79	21 44
<b>Sind and Baluchistan—</b>												
Karachi—Shikarpur	...	...	33 75	39 89	28 75	23 97	25 94	...	17 5	...	...	20 03
Quetta	...	...	...	...	25 31	33 12	35 12	57 5	57 5	18 12 to 30	25	17 5
<b>Bombay—</b>												
Deccan and Konkan—Dharwar	...	...	29 17	...	...	...	...	...	...	...	15 81	15 99
Bhilsapur	...	...	...	...	31 87	...	...	...	...	...	...	...
Poona	...	...	...	...	...	...	...	...	...	...	...	...
Khandesh and N.E. Deccan—Ahmadnagar	...	...	...	30 93	...	...	...	...	...	...	14 83	15 09
Dhule	...	...	...	...	31 67	...	...	...	...	...	...	11 67
Gujarat—Surat	...	...	...	...	28 53	35 47	...	...	...	...	23 07	20 73
Ahmedabad	...	...	37 5	...	25	...	...	...	...	...	18 75	16 75
<b>Central Provinces—(a)</b>												
Western—Nagpur	...	...	26	30	24	20	33 25	40	...	...	20 02	20 02
Central—Jubbulpore	...	...	27 5	30 75	20 75	25	27 5	30 75	...	...	...	18 37
Eastern—Raipur	...	...	25	30	20	25 5	28 5	30 5	...	...	...	20
<b>Berar—</b>												
Balim	...	...	50	75	26 75	33 67	40 5	50	...	...	21	17 25
Ahule	...	...	47	61 5	33 25	41 62	44 67	47	...	...	20 5	22 07
Ellichpur	...	...	31	47 5	25 5	33 25	40	41	...	...	18	24
Amroli	...	...	...	...	...	...	...	...	...	...	...	22 25
<b>Madras—</b>												
South, central—Coimbatore	...	...	...	...	...	...	...	...	...	...	17 7	19 2
Bale	...	...	...	...	...	...	...	...	...	...	...	...
Central—Bellary	...	...	...	...	...	...	...	...	...	...	18 0	16 4
Cuddapah	16 5	19 5	...	...	...	...	...	...	...	...	15 8	14 8
Karnal	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central—Nellore	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—Madras	21	21 5	30 9	36 4	...	...	...	...	...	...	...	...
Tanjore	20 2	20 3	31 5	30 3	...	...	...	...	...	...	...	...
Trichinopoly	...	...	...	...	...	...	...	...	...	...	...	...
Southern—Madura	...	...	...	...	...	...	...	...	...	...	17 5	19 4
<b>Mysore—</b>												
Mysore	17 09	22 00	31 09	36 55	30 25	30 19	45	48	...	...	...	13 5
Bangalore	15 07	20 44	34 07	42 09	31 23	35 03	50 25	50 25	...	...	...	...

(a) The figures under "Rice, husked" represent the prices of cleaned rice or chaffed



## WHOLESALE PRICES FOR THE FIRST HALF OF JUNE—continued

DISTRICTS	SUGAR, RAW (Goe)		SALT		TOBACCO LEAF		TURMERIC		GRASS		RUBBER	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Rajputana—</b>												
Eastern—												
Ajmer	44-00	50	...	...	...	...	...	...	4-37	5	3-20	3-20
<b>Punjab—</b>												
Southern—												
Ferozpur	40	40	...	...	80	80	87-19	75-25	4-01	3-20	3-20	4-00
Central—												
Lahore	42-00	40-05	...	...	47-00	57-15	66-07	72-71	6-07	10	4-43	5-41
South-eastern—												
Delhi	36-15	...	...	...	61-46	61-16	66-07	66-07	3-02	6-07	3-21	3-20
Submontane—												
Amritsar	33-75	36-35	...	...	...	...	...	...	...	...	4-43	5-21
Northern—												
Rawalpindi	40	33-12	...	...	...	...	60-07	50	6-01	5-02	6-01	7-24
Western—												
Multan	45-00	40-10	...	...	80	80	80	80	4-43	6-07	3-20	5
<b>Sind and Baluchistan—</b>												
Karachi	...	57-5	...	...	...	...	...	...	...	...	...	...
Shikarpur	30-07	...	...	...	...	...	...	...	...	...	...	...
Quetta	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan and Khandesh—												
Dharwar	50	...	...	...	...	...	...	...	...	...	...	...
Sholapur	...	...	...	...	...	...	...	...	...	...	...	...
Poona	74-50	...	...	...	...	...	...	...	...	...	...	...
Khandesh and N.E. Deccan—												
Ahmednagar	...	...	...	...	...	...	...	...	...	...	...	...
Dhulia	...	...	...	...	...	...	...	...	...	...	...	...
Coastal—												
Bombay	...	...	...	...	...	...	...	...	...	...	...	...
Ahmedabad	57-5	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jabalpur	...	...	34	33-25	61-5	60-75	60-02	61-5	...	...	...	3-25
Eastern—												
Bilaspur	...	...	30	30	100	100	50	55	...	...	...	...
<b>Berar—</b>												
Balasin	...	...	...	...	...	...	...	...	...	...	...	...
Akola	...	54-70	33-25	...	127-25	123-75	37-25	60-02	...	...	...	...
Ellichpur	...	61-64	34-75	...	133-25	150	31-5	61-5	...	...	...	...
Amravati	...	45-5	30	...	140	175	32-5	60	...	...	...	...
<b>Madras—</b>												
South, central—												
Coimbatore	44-8	32	...	...	...	...	44-8	...	...	...	...	...
Salem	...	...	...	...	100-7	119-8	36	31-7	...	...	...	...
Central—												
Bellary	31-5	27-7	...	...	...	...	...	...	...	...	...	...
Cuddapah	...	...	...	...	...	...	...	...	...	...	...	...
Karnul	...	...	...	...	40-4	40-4	32-9	24-5	...	...	...	...
East Coast, central—												
Nellore	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—												
Madras	37-8	29-3	...	...	120-4	120-4	37-8	31-2	...	...	...	...
Tanjore	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly	...	...	...	...	72	40-8	...	...	...	...	...	...
South-east—												
Madras	...	...	...	...	107-4	100-8	...	...	...	...	...	...
<b>Mysore—</b>												
Mysore	36-5	40-00	...	...	200-25	274-25	34	34	5	5	4-3	4-1
Bangalore	51-43	34-20	...	...	200-57	200-57	40-9	30-45	7-61	9-1	6-06	7-61



(The figures state prices in rupees per ten maunds)

JAWAR STALKS		BRUSA		SHEEP, PER SCORE		GOATS, PER SCORE		FLOUR BULLOCKS, PER PAIR		Districts
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
8-91	2-5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmer
8-28	5	...	...	50	50	...	...	75	75	Panjab— Southern— Berozpur
...	...	...	...	100	100	...	...	112-5	112-5	Central— Lahore
8-02	4-48	...	...	80	80	...	...	120	120	South-eastern— Delhi
...	...	...	...	...	...	...	...	...	...	Subsontane— Amritsar
...	10	...	...	70	70	...	...	80	80	Northern— Bawalpindi
8-75	10	...	...	80	50	...	...	70	70	Western— Multan
...	...	...	...	88-75	...	...	...	52	...	Sind and Baluchistan— Karachi
...	...	...	...	...	...	...	...	...	...	Shikarpur
...	...	6-87	8-44	40 to 140	40 to 140	...	...	...	...	Quetta
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan and Karnatak— Dharwar
...	...	...	...	...	...	...	...	...	...	Sholapur
...	...	...	...	...	...	...	...	...	...	Poona
...	...	...	...	...	...	...	...	...	...	Khandesh and N.-E. Deccan— Ahmadnagar
...	...	...	...	...	...	...	...	...	...	Dhulia
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat
...	...	...	...	...	...	...	...	...	...	Ahmedabad
...	...	...	...	60	80	...	...	100	100	Central Provinces— Western— Nagpur
...	...	...	...	55	50	...	...	35	20	Central— Jubbulpore
...	...	...	...	...	...	...	...	45	...	Eastern— Raipur
18	...	...	...	80	...	...	...	100	...	Berar— Basim
4	...	...	...	70	65	...	...	90	80	Akola
10	...	...	...	60	50	...	...	150	150	Ellichpur
...	...	...	...	65	65	...	...	80	75	Amratoli
1-0	1-2	...	...	...	...	...	...	...	...	Madras— South, central— Chimbatore
...	...	...	...	78	75	75	75	...	80	Salem
8-4	8-7	...	...	80	80	80	80	100	100	Central— Bellary
...	...	...	...	...	...	...	...	...	...	Cuddapah
...	...	...	...	...	...	...	...	...	...	Karnal
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore
...	...	...	...	58-75	57-5	58-75	57-5	...	...	East Coast, south— Madras
...	...	...	...	80	80	80	80	...	...	Tanjore
...	...	...	...	...	...	...	...	...	...	Trichinopoly
...	...	...	...	...	...	...	...	40	40	Southern— Madras
8-75	8-5	...	...	100	100	...	...	70	70	Mysore— Mysore
...	...	...	...	160	140	...	...	120 to 150	120 to 150	Bangalore

J. A. ROBERTSON

Offg. Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta, July 14, 1904

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE FIRST HALF OF JUNE 1904 (*The figures*

DISTRICTS	RETAIL PRICES FOR 1911-12											
	WHEAT		BARLEY		RICE				JAWAR OR CHOLEUM (Andropogon sorghum)		BAJRA OR CHHBU (Pennisetum typhoides)	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Best sort		Common		Half-month of report	Previous half-month	Half-month of report	Previous half-month
Burma--												
Tenasserim--												
Mergui					12 12	12 12	13 11	13 11				
Tavoy					9 12	9 12	10 8	10 8				
Moulmein and Amberst	6 12	6 12										
Pegu (deltaic)--												
Pegu	13 12	13 10			9 8	9 8	10 4	10 4				
Bangoon					16 4	16 4	17 12	17 4				
Thongwa					10 11	10 11	11 9	11 9				
Bassoon					10 11	10 14	12 14	13 9				
Pegu (alluvial)--												
Tharawadi					10 8	10 8	11 6	11 6				
Honsada					10 6	10 6	13 13	13 13				
Prome					10 6	10 6	12 1	12 1				
Tonagoo					14 8	14 6	13 8	13 8				
Thayetmyo					10 6	10 --	13 2	13 2				
Upper Burma--												
Mandalay	20 1	18 13			11 8	11 2	11 13	11 9				
Bamo					10 10	10 10	12 6	12 6				
Pakokku					16 10	16 10	11 15	11 15				
Meiktila					18 5	14 --	14 8	15 2	25 2	26 --		
Arakan--												
Sandoway					15 9	15 8	16 1	22 1				
Kyaukpada					11 3	12 2	12 3	13 2				
Akyab					12 --	12 --	13 --	13 --				
Assam--												
Surma--												
Sylhet					5 --	5 --	15 --	16 --				
Goalpara	8 14	9 11			11 6	12 4	16 --	16 13				
NAGI tracts--												
Kheri and Jaintia Hills	7 8	7 8			5 --	5 --	10 --	10 --				
Garo Hills					4 --	4 --	13 --	14 --				
Manipur					27 --	27 --	31 --	32 --				
Naga Hills					10 8	10 8	11 --	11 --				
Lushai Hills					5 --	5 --	8 --	8 --				
Brachoputra--												
Goalpara	17 --	17 --			5 8	5 8	16 --	16 --				
Kamrup	10 --	10 --			9 --	9 --	14 --	14 --				
Darrang	10 --	10 --			9 --	10 --	14 --	14 --				
Nuwagong					8 --	8 --	13 --	13 --				
Bibagar					8 8	6 --	14 --	16 --				
Lakhimpur	9 8	9 8			6 8	6 6	13 --	13 --				
Bengal--												
Eastern--												
Bacherganj							13 8	14 4				
Northalt							13 11	13 11				
Chittagong							14 4	14 --				
Tippura							13 --	13 2				
Dacca	16 --	16 --	20 --	20 --			15 8	16 --				
Maimensingh	13 --	12 --	11 --	11 --			14 --	14 --				
Deltaic--												
Khalna							13 --	13 --				
St-Parganas							13 8	13 --				
Midnapur	12 --	12 --					14 8	15 --				
Howrah	13 --	13 5	16 --				12 --	12 --				
Calcutta	11 --	11 --	16 --	16 --			12 10	12 10	17 --	17 --	14 --	14 --
Hooghly	13 --	13 --					11 8	12 8				
Nadia (Krischnagar)	15 4	14 4	20 --	20 --			11 8	12 8				
Jessore	11 6	11 6	12 4	12 4			14 --	16 --				
Baridpur	16 12	16 12	24 --	24 --			14 --	15 --				

state the number of sars (of 80 tolas) and chittacks sold for one rupee)

MAHUA OR BAGI (Eleusine coracoma)		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica)		GRAM, ORHENA, CHOLA, KADALAT, OR SUNDARA (Oryza aristata)		MAHUA (Zea Mays)		ASHAR OR TEVA, CADJAN PBA (Coix indica)		HALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
												Burma--
										18 14	18 14	Tenasserim--
										15 15	15 15	Mergui
										16 4	16 4	Tavoy
												Moulmein and Amberat
												Pegu (deltaic) -
												Pegu
										17 --	17 --	Bangoon
										15 12	15 12	Thongwa
										12 8	12 8	Bassein
										15 1	15 1	
												Pegu (inland) -
										14 4	14 4	Tharavadi
										16 2	16 2	Hennada
										16 2	16 2	Prome
										10 15	10 15	Toungoo
										14 8	14 8	Thayetmye
												Upper Burma--
										16 10	16 10	Mandalay
										12 6	12 6	Bamo
										14 8	14 8	Pakokka
										17 --	17 --	Meiktila
												Arakan -
										15 4	15 4	Sandoway
										21 --	21 --	Kyaukpada
										18 --	18 --	Akyab
												Assam--
												Surma--
										10 --	10 --	Hylhet
										12 13	12 13	Cachar
												Hill tracts--
										8 --	8 --	Khasi and Jaintia Hills
										8 --	8 --	Garo Hills
										4 13	4 13	Manipur
										5 8	5 8	Naga Hills
										6 8	6 8	Lushai Hills
												Dehmapur--
										11 --	11 --	Goilpata
										10 --	10 --	Kamrup
										10 --	10 --	Darrang
										9 --	9 --	Nowgong
										10 --	10 --	Sibsagar
										8 8	8 8	Lakhimpur
												Bengal--
												Eastern--
										13 --	13 --	Bacherganj
										10 12	10 12	Nonkhali
										9 8	9 8	Chittagong
										10 10	10 10	Tippara
										16 --	16 --	Dacca
										10 8	10 8	Maimonsingh
												Deltic--
										10 10	10 10	Khulna
										12 --	12 --	24 Parganas
										11 8	11 8	Midnapur
										12 --	12 --	Howrah
										8 10	8 10	Calcutta
										11 --	11 --	Hooghly
										11 --	11 --	Nadia (Krishnagar)
										16 --	16 --	Jessore
										11 --	11 --	Faridpur

## RETAIL PRICES FOR THE FIRST HALF OF JUNE 1904—continued (The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CHURU (Pennisetum typhoides)	
	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Best sort		Common		Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month
					Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month				
Bengal—continued												
Central—												
Bardham	10 —	10 8	—	—	—	—	14 —	14 8	—	—	—	—
Birbham	15 8	15 8	—	—	—	—	12 8	12 12	—	—	—	—
Medinipur	15 —	15 —	—	—	—	—	13 8	13 8	—	—	—	—
Medinipur	16 —	16 —	24 —	24 —	—	—	12 —	12 —	—	—	—	—
Medinipur	13 —	13 8	13 —	13 —	—	—	13 —	12 —	—	—	—	—
Medinipur	18 12	18 12	24 —	24 —	—	—	16 8	17 4	—	—	—	—
Medinipur	14 1	14 1	—	—	—	—	15 12	16 8	—	—	—	—
Rajshahi	17 13	17 13	27 —	27 —	—	—	13 14	13 14	—	—	—	—
Malda	18 —	18 —	—	—	—	—	13 —	14 —	—	—	—	—
Northern—												
Rangpur	11 4	11 8	—	—	—	—	11 4	11 4	—	—	—	—
Dinajpur	13 4	13 4	—	—	—	—	14 —	15 9	—	—	—	—
Jalpaiguri	11 8	11 —	—	—	—	—	13 —	13 8	—	—	—	—
Hills—												
Darjeeling	—	—	—	—	—	—	12 —	12 —	—	—	—	—
Orissa—												
Parl	13 2	13 2	—	—	—	—	17 1	17 11	—	—	—	—
Cuttack	17 1	17 1	—	—	—	—	17 11	18 6	—	—	—	—
Balassore	11 8	11 6	—	—	—	—	18 —	18 —	—	—	—	—
Chota Nagpur—												
Singbhum	12 —	12 —	—	—	—	—	15 —	15 —	—	—	—	—
Manbhum	13 —	13 —	24 —	24 —	—	—	12 4	13 —	24 —	24 —	—	—
Manbhum	8 12	8 12	16 —	16 —	—	—	13 —	13 —	—	—	—	—
Manbhum	13 6	14 —	—	—	—	—	12 10	13 6	—	—	—	—
Manbhum	16 11	17 13	17 8	17 8	—	—	12 —	12 8	—	—	—	—
Manbhum	13 8	13 8	—	—	—	—	—	—	—	—	—	—
Bihar, south—												
Monghyr	19 —	18 —	22 —	20 —	—	—	13 —	12 8	—	—	—	—
Gaya	18 4	18 —	25 10	24 —	—	—	12 13	13 13	21 10	—	—	—
Fatma	19 —	18 —	27 —	26 —	—	—	16 —	16 —	27 —	23 —	—	—
Shahabad	18 —	18 —	24 —	23 —	—	—	15 —	15 —	—	—	—	—
Bihar, north—												
Purnea	17 —	17 —	—	—	—	—	15 —	15 —	—	—	—	—
Bhagalpur	16 8	16 8	23 —	23 —	—	—	13 14	13 14	—	—	—	—
Darbhanga	18 11	18 11	27 8	26 4	—	—	15 12	15 12	—	—	—	—
Muzaffarpur	15 —	15 —	26 —	26 —	—	—	15 —	15 —	—	—	—	—
Patna	17 —	17 —	26 —	26 —	—	—	16 —	16 —	—	—	—	—
Champaran	18 —	17 —	27 —	26 —	—	—	17 —	17 —	—	—	—	—
United Provinces												
(a) AGRICULTURE—												
Meerut—												
Meerut	16 —	16 —	22 —	22 —	6 —	6 —	12 —	12 —	23 —	23 —	23 —	23 —
Meerut	15 11	15 11	23 —	23 13	6 14	6 8	11 11	11 15	23 8	23 5	23 14	23 —
Meerut	17 1	17 1	23 6	23 2	7 4	7 4	12 —	12 8	—	—	23 12	23 14
Meerut	15 8	16 8	24 —	24 —	6 —	6 —	11 —	11 —	—	—	23 12	23 8
Meerut	16 8	17 —	24 8	24 —	6 —	6 —	11 —	11 —	23 —	23 —	23 —	23 —
Meerut—												
Banda	19 8	22 —	27 —	26 —	9 8	9 8	12 —	12 —	26 —	26 —	26 —	26 —
Fatehpur	18 —	18 8	25 —	25 —	10 —	10 —	12 —	12 —	26 —	26 —	26 —	26 —
Meerut	18 6	18 10	26 6	26 8	6 8	6 8	10 —	10 —	25 4	26 6	26 4	26 4
Meerut	23 —	23 —	26 —	26 —	7 —	7 —	9 —	9 —	26 —	26 —	26 —	26 4
Meerut	15 —	15 —	26 —	26 8	7 —	7 —	13 —	13 —	27 —	27 —	27 —	27 —
Meerut	16 12	16 12	27 —	27 4	10 6	10 6	12 —	12 —	27 —	27 —	27 —	27 —
Meerut	19 —	19 4	28 8	28 8	5 7	5 7	11 8	11 8	26 8	26 8	26 8	26 8
Meerut	19 12	19 12	27 10	27 4	5 7	5 7	10 15	10 15	24 8	24 8	24 8	24 8
Meerut	19 12	19 12	27 10	27 4	5 7	5 7	10 15	10 15	24 8	24 8	24 8	24 8
Meerut	19 8	19 8	26 —	26 —	5 —	5 —	10 15	10 15	24 8	24 8	24 8	24 8
Meerut—												
Meerut	16 8	16 —	27 —	26 —	4 —	4 —	11 —	11 —	23 —	23 —	23 —	23 —
Meerut	16 8	17 —	26 —	26 8	4 7 8	4 7 8	10 —	10 —	23 —	23 —	23 —	23 —
Meerut	15 13	15 12	26 —	26 8	7 —	7 —	11 —	11 —	23 —	23 —	23 —	23 —
Meerut	18 8	18 8	26 —	26 —	5 —	5 —	10 —	10 —	23 —	23 —	23 —	23 —
Meerut	18 —	19 4	26 —	27 —	5 8	5 8	8 8	8 8	24 —	24 —	24 —	24 —
Submontane, east—												
Balla	16 8	16 —	24 4	24 8	6 8	6 8	11 4	11 4	20 —	20 —	19 4	18 8
Amroha	16 14	16 12	24 12	24 8	6 8	6 8	11 4	11 4	20 —	20 —	19 4	18 8
Amroha	18 —	17 8	27 —	26 12	12 11	12 11	16 —	16 —	—	—	—	—
Amroha	17 —	17 —	27 —	27 —	2 4	2 4	16 —	16 —	—	—	—	—

state the number of sars (of 80 tolas) and battacks sold for one rupee)

MAHUA OR BAGI ( <i>Eleusine coracana</i> )		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> )		GRAM, CHHENA, CHOLA, KADAIAT, OR SUNASA ( <i>Cicer aristatum</i> )		MAIZE ( <i>Zea Mays</i> )		ASHAR OR THUR, GADIAN PEA ( <i>Cajanus indicus</i> )		SALT		Districts
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
				18 -	17 8			12 8	13 -	13 8	14 -	Bengal—continued
				18 8	19 -			13 -	13 -	14 8	14 -	Central—
				17 4	18 -			48 -	18 -	12 -	12 -	Banкура
				20 -	20 -			15 -	15 -	12 -	12 -	Bardwan
				15 8	17 -	20 -	18 -	21 -	20 -	11 8	11 -	Birbham
				19 -	19 2			12 -	12 -	12 12	12 12	Murshidabad
				16 8	15 -			17 4	17 4	12 12	12 12	Sachal Pargana
												Pabna
												Bogra
				21 -	21 -			18 8	13 8	12 12	12 12	Rajshahi
				24 -	24 -			18 -	18 -	12 -	11 -	Malda
				15 12	15 -			10 2	9 -	12 12	12 12	Northern—
				16 8	15 8			12 -	12 -	13 4	13 4	Rangpur
				14 -	14 -			9 -	10 -	12 -	12 -	Dinajpur
												Jalpaiguri
18 -	18 -			12 8	12 -	20 -	20 -	6 -	7 -	10 -	10 -	Hills—
				17 1	16 6			11 2	11 2	13 8	16 -	Darjeeling
				18 8	18 6			18 8	18 6	15 -	15 -	Oriasa—
				14 -	14 -			10 -	10 -	13 -	13 -	Puri
												Cuttack
				18 -	13 -			10 -		11 -	11 -	Balasore
				16 -	16 -	24 -	22 -	12 -	12 -	12 -	12 -	Chota Nagpur—
				14 8	14 -			8 8	8 8	10 8	11 -	Singbhum
35 -	38 -			15 -	14 8	25 -	26 -	10 -	10 -	11 13	11 13	Ranchi
25 8	26 4			15 8	14 8	19 8	20 -	10 -	10 -	10 8	10 8	Palamanu
												Hazaribagh
				21 -	21 -	23 -	23 -	14 -	14 -	12 -	12 -	Bihar, south—
				21 8	20 8	23 -	23 -	14 5	13 7	12 15	12 15	Monghyr
												Gaya
		22 -	22 -	23 -	23 -	28 -	29 -	16 -	16 -	13 -	13 -	Patna
				23 -	23 -			16 -	15 -	13 -	13 -	Shahabad
				18 -	18 -	22 -	23 -	11 -	10 8	11 -	11 -	Bihar, north—
				20 4	21 4	20 4	23 -	14 -	15 4	12 8	12 8	Purnea
				23 1	23 1	27 8	27 8	17 10	18 11	13 4	13 4	Bhagalpur
27 8	28 8			21 -	21 -	28 -	28 -	15 -	15 -	12 4	12 4	Darbhanga
28 -	30 -			21 -	21 -	29 -	28 -	16 -	16 -	13 -	13 -	Muzaffarpur
												Saran
35 -	35 -			36 -	36 -	31 -	31 -	35 8	25 -	12 5	12 8	Champaran
												United Provinces:
												(a) AGRA—
												Eastern—
		18 -	16 -	21 -	21 -	25 -	25 -	22 -	16 -	12 -	12 -	Mirzapur
		21 8	21 2	22 4	21 11	25 4	25 4	12 12	13 2	11 5	11 5	Benares
		14 4	14 4	23 12	24 2			14 4	15 8	11 2	11 2	Ghazipur
15 -	15 -	25 -	24 -	20 8	21 -			16 -	16 -	12 11	12 11	Jamnour
		20 -	20 -	23 8	24 -			13 -	13 -	12 -	12 -	Allahabad
												Central—
22 -	22 -			27 -	27 -			18 8	16 -	12 8	12 -	Banda
				23 -	23 -			17 -	17 -	12 -	12 -	Fatehpur
				24 8	26 6			15 -	14 -	12 -	12 -	Hammirpur
12 -				27 -	25 -			14 -	14 -	12 -	12 2	Jalaun
		16 -	16 -	24 8	22 12		28 -	17 -	17 -	14 -	14 -	Gawapore
				25 8	25 12					13 -	13 -	Jhansi
26 -	24 -	14 -	14 -	23 8	23 8	26 8	26 8	18 -	18 8	13 4	13 4	Etawah
				19 1	19 12			13 10	12 4	13 10	13 10	Farukhabad
				20 8	20 8			16 8	17 -	12 8	12 8	Mainpuri
				20 8	20 -			14 -	14 -	13 -	13 3	Bulandshahr
												Western—
				22 -	23 -	24 -	24 -	15 -	14 -	13 -	13 -	Morad
				22 8	23 -			13 -	13 -	14 -	14 -	Agra
				22 -	22 4			15 8	15 8	14 -	14 -	Mittra
		15 -	15 -	20 8	21 -	23 -	23 -	15 -	15 -	13 8	13 4	Aligarh
		16 -	16 -	22 -	22 8	23 -	23 -	15 -	14 -	13 4	13 8	Bulandshahr
												Shahjahanpur, east—
		21 4	11 8	23 4	23 12	24 8	24 8	15 12	16 -	11 -	11 -	Ballia
		9 8	9 8	18 12	18 12			13 12	13 12	10 10	10 12	Amungara
		17 4	17 4	23 5	23 8	23 4	23 4	14 -	14 -	11 3	11 3	Gorakhpur
24 8	25 -	14 12	14 12	20 -	20 -	27 -	28 -	15 8	14 -	12 6	11 8	Basti

\* Kalesi

† Hushed

## RETAIL PRICES FOR THE FIRST HALF OF JUNE 1904—continued (The figures)

Districts	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoides)	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Best sort		Common		Half-month of report	Previous half-month	Half-month of report	Previous half-month
					Half-month of report	Previous half-month	Half-month of report	Previous half-month				
United Provinces—continued												
(a) Agra—continued												
Gudmankana, west—	18 —	17 12	31 8	30 8	8 8	8 8	11 —	10 8	20 —	22 —	31 —	33 —
Shahjahanpur	19 4	19 12	29 8	30 8	5 —	5 —	10 —	10 —	26 —	26 —	32 —	32 —
Badaun	18 12	18 8	28 12	28 8	5 —	5 —	13 —	13 —	26 4	26 4	32 8	32 8
Milki	18 12	17 12	26 14	26 4	6 14	8 14	11 4	11 4	26 4	26 4	32 8	32 8
Unnao	18 14	19 4	31 12	32 4	5 —	5 —	11 —	10 12	26 —	26 8	32 —	32 —
Moradabad	18 14	19 4	32 —	33 —	4 8	4 8	11 8	11 8	26 8	26 8	32 14	32 14
Aligarh	18 —	19 4	30 18	30 18	9 14	9 14	11 —	11 —	26 8	26 8	32 8	32 8
Muzaffarnagar	18 5	18 7	29 8	29 8	4 5	4 5	9 11	9 11	26 8	26 8	32 8	32 8
Beharapur	18 12	18 —	29 8	29 8	4 5	4 5	9 11	9 11	26 8	26 8	32 8	32 8
Dehra-Dun	18 5	17 —	26 —	25 —	5 —	5 —	9 —	9 —	26 —	26 —	32 —	32 —
Hills—												
Naini Tal	18 —	18 —	18 —	17 —	4 —	4 —	8 —	8 —	—	—	18 —	16 —
Almora	18 8	19 —	22 —	22 —	4 8	4 8	11 8	14 —	—	—	—	—
Garhwal	12 8	11 —	16 —	13 —	5 —	5 —	7 8	7 8	—	—	—	—
(b) Oude—												
Southern—												
Partabgarh	17 —	17 8	24 —	25 —	9 —	9 —	12 —	13 —	—	—	—	—
Multanpur	17 4	17 12	23 —	24 —	8 —	8 —	12 4	12 8	—	—	—	—
Bac-Hareli	17 12	18 8	27 —	27 —	5 8	5 8	13 —	13 8	24 —	24 —	30 —	30 —
Unao	18 4	18 4	25 —	25 —	8 —	8 —	11 —	11 —	23 —	24 —	32 —	32 —
Lucknow	17 4	17 8	26 —	26 8	5 —	5 —	11 8	12 —	23 —	23 —	32 —	32 —
Hardoi	18 8	18 8	—	25 —	—	—	10 —	10 —	23 —	23 —	34 —	34 —
Northern—												
Fyzabad	18 8	16 8	26 —	26 —	—	—	10 —	10 —	17 —	23 —	—	—
Barabanki	16 —	16 —	24 —	24 —	6 —	6 —	10 —	10 —	—	—	—	—
Gonda	18 4	17 —	26 8	25 8	—	—	12 8	12 8	16 —	23 —	18 —	19 —
Bahraich	19 8	19 8	27 —	27 —	7 —	7 —	13 8	13 4	24 —	24 —	34 —	34 —
Sitapur	19 —	19 —	30 —	31 —	5 —	5 —	10 —	10 —	24 —	25 —	31 —	32 —
Kheri	19 —	19 —	35 —	32 —	6 —	6 —	11 8	12 —	10 —	40 —	32 —	33 —
Rajputana—												
Eastern—												
Partabgarh	14 7	15 11	31 12	31 8	5 5	5 5	9 11	9 8	31 2	31 —	—	—
Banewara	21 —	22 —	30 —	30 —	6 —	6 —	13 —	12 —	—	—	—	—
Mewar (Udaipur)	16 9	16 12	26 7	26 5	7 1	7 3	7 14	8 —	31 10	33 11	18 9	17 10
Hilly Tracts of (Dungarpur)	23 —	26 —	42 —	48 —	8 —	8 8	12 —	13 8	—	—	—	—
Sirohi	15 4	15 8	23 —	24 —	5 12	5 12	7 8	7 8	17 —	17 —	18 —	18 —
Eripura	17 —	17 —	24 —	25 8	6 —	6 —	8 —	8 —	24 —	23 —	20 —	20 —
Alwar	14 12	14 8	21 —	21 —	4 8	4 8	8 24	8 —	26 —	26 —	19 —	20 —
Abu	13 15	13 15	19 12	19 12	6 5	6 5	8 8	8 8	19 12	19 12	17 12	17 12
Kishangarh	16 8	15 —	23 —	22 —	7 —	7 —	10 —	10 —	25 8	24 8	32 8	34 —
Bundi	27 6	29 4	48 7	52 11	7 11	8 8	10 4	10 10	27 —	29 9	—	—
Kota	19 —	20 —	33 —	34 4	8 —	8 —	10 —	10 —	32 —	34 4	20 —	20 —
Jhalawar	16 14	17 12	29 4	31 —	6 10	6 10	8 14	8 14	24 4	25 8	23 —	21 12
Tonk	17 14	18 12	27 2	28 11	4 12	4 12	5 15	5 15	33 —	35 11	33 —	40 15
Jaispur	16 8	16 7	23 15	23 7	5 12	5 11	6 12	6 12	27 14	29 10	22 11	24 7
Karauli	17 8	17 8	23 12	23 12	10 5	10 —	11 4	11 4	23 12	23 12	23 —	24 4
Dholpur	18 3	18 5	26 7	27 8	8 8	8 8	9 —	9 —	23 4	23 —	27 15	28 14
Bharatpur	18 5	18 8	26 8	26 5	5 —	5 —	7 —	7 —	23 4	23 13	23 4	23 18
Alwar	18 8	18 4	21 13	21 8	8 —	8 —	8 7	8 7	23 —	23 —	23 —	23 —
Deoli	17 4	18 4	26 8	27 8	5 —	5 —	8 —	8 —	23 —	23 —	23 —	23 —
Nasirabad	16 —	15 —	—	—	8 —	8 —	9 —	9 —	23 —	23 —	23 —	23 —
Balmer	14 14	14 14	—	—	6 —	6 —	8 8	8 —	21 —	21 —	18 1	18 1
Andra	14 14	15 —	—	—	6 8	6 8	8 8	8 8	—	—	18 —	18 —
Shahpura	16 8	16 8	23 4	20 4	8 —	8 —	9 —	9 —	29 —	40 —	—	25 —
Western—												
Jodhpur	14 9	14 18	19 6	20 8	6 4	6 4	7 8	7 8	20 5	21 1	15 8	16 7
Jaisalmer	15 2	15 8	—	—	7 —	8 12	9 14	9 13	18 2	18 2	16 9	17 5
Bikaner	13 13	13 8	23 8	23 —	8 4	8 8	7 —	7 8	—	—	16 11	16 4
Central India—												
Indore	12 4	12 —	22 —	20 —	7 —	7 —	8 —	8 —	20 8	20 —	18 —	20 —
Nimach	13 8	13 8	—	—	8 —	8 —	8 8	8 8	32 —	32 —	18 —	20 —
Gwalior	14 9	14 8	22 2	27 6	7 5	7 4	8 15	8 14	25 6	25 2	20 8	20 2
Punjab—												
Southern—												
Huwar	18 —	19 —	31 —	33 —	—	—	12 —	12 —	32 —	33 —	33 —	34 —
Ferozpur	18 —	18 —	30 —	30 —	—	—	8 —	8 —	32 —	33 —	33 —	34 —
Central—												
Lahore	19 8	18 8	30 8	30 8	—	—	9 8	9 8	30 8	27 8	24 8	23 8
Gujranwala	19 13	19 8	31 8	31 8	—	—	10 8	10 8	32 8	29 8	25 8	24 8
Gujrat	21 —	21 —	30 —	32 —	—	—	11 8	11 8	32 —	23 —	24 —	24 —
Jhelum	20 —	20 —	28 —	29 —	—	—	10 —	10 —	30 —	30 —	28 —	29 —

state the number of sars (of 80 tolas) and chittacks sold for one rupee)

MAHUA OR BAGI (Eleusine coracoma)		KANGNI OR KAKU, ITALIAN MILLET (Setaria italica)		GRAM, GHENNA, OHOLA, KADALAY, OR SUNAGA (Oler aristinum)		MAISE (Zea Mays)		ARHAR OR THUS, GADJAN PEA (Cajanus indicus)		SALT.		Districts
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
				19 —	19 —	30 —	30 —	14 —	12 —	11 —	10 8	United Provinces—continued
		14 —	15 —	19 12	20 4	26 —	26 —	17 —	17 8	12 8	12 8	(a) AGRA—continued
				20 12	20 12	26 —	26 —	15 8	15 8	12 8	12 8	Submontane, west—
		17 8	21 4	21 7	21 4	32 8	32 8	13 12	13 12	13 2	13 2	Shahjahanpur
		18 4	15 2	20 12	20 10	24 12	24 12	16 4	17 4	13 2	13 2	Budanz
18 —				23 8	24 —	...	...	18 8	18 —	13 —	13 —	Pilibit
28 14	27 11	23 10	24 11	24 8	24 8	36 5	36 5	8 13	8 13	12 15	12 15	Bareilly
28 —	28 —			25 7	26 5	39 —	39 —	12 14	10 13	13 6	13 6	Moradabad
				22 —	22 —	25 —	25 —	...	...	12 —	12 —	Bijnor
				15 8	15 8	16 —	20 —	10 —	9 —	8 —	8 —	Muzaffarnagar
21 —	21 —	20 —	20 —	14 —	14 —	...	...	10 —	10 —	9 8	9 8	Saharanpur
20 —	20 —	20 —	20 —	9 —	9 —	...	...	7 —	6 —	8 —	8 —	Dehra-Dun
												Hills—
												Naini Tal
												Almora
												Garhwal
												(b) OUDH—
												Southern—
				22 —	23 —	...	...	18 —	16 —	12 8	12 8	Partabgarh
				21 12	22 —	21 —	21 —	14 —	15 —	12 —	12 12	Sultanpur
25 —	25 —	16 —	16 —	21 —	21 —	25 —	26 —	17 —	16 —	11 —	12 —	Bae-Bareilly
		16 —	16 —	21 —	21 —	25 —	26 —	18 —	23 —	12 8	12 8	Unao
		16 —	16 —	21 —	21 —	25 —	26 —	14 —	13 —	12 —	12 —	Lucknow
26 —	26 —	20 —	20 —	19 8	19 —	25 —	25 —					Hardoi
												Northern—
				21 12	21 12	...	...	15 —	15 —	12 8	12 8	Fyzabad
		19 —	19 —	19 —	19 —	...	...	13 8	13 8	13 —	13 —	Barabanki
				22 4	22 —	28 —	28 —	18 8	11 8	12 —	12 —	Gonda
23 —	23 —	13 —	12 —	25 6	26 —	39 —	34 —	17 —	16 —	12 8	12 —	Bahraich
		17 —	17 —	22 —	23 —	27 —	23 —	15 —	15 —	12 8	12 8	Sitapur
24 —	24 —	20 —	20 —	22 —	23 —	27 —	23 —	16 8	16 —	13 —	12 12	Kheri
22 —	22 —	10 —	10 —	26 —	23 —	35 —	40 —					Rajputana—
												Eastern—
				30 12	32 15	39 12	41 2	7 12	...	12 4	12 2	Partabgarh
				41 —	41 —	46 —	46 —	16 8	...	11 8	12 —	Banewara
				23 5	24 1	32 6	28 11	9 4	9 9	12 4	12 6	Mewar (Udaipur)
		16 9	17 10	33 4	35 —	40 —	56 —	15 12	...	12 8	13 —	Hilly Tracts of Mewar (Dungargarh)
				10 12	20 —	22 —	23 —	12 8	12 8	13 8	14 —	Birohi
				10 —	19 8	...	...	...	...	15 —	15 —	Erinpura
				20 —	19 8	23 —	23 —	...	...	15 —	15 —	Ajmer
		16 8	14 8	17 12	17 12	16 15	16 15	9 8	...	13 11	13 11	Abu
						26 —	27 —	...	...	15 —	16 —	Kishangarh
				30 8	21 —	29 —	29 —	...	...	13 4	13 12	Bundi
				43 7	55 10	...	...	8 —	8 —	12 8	12 8	Kotah
				30 —	31 8	...	...	8 —	8 —	11 —	11 8	Jhalawar
				24 4	26 —	40 —	40 —	...	...	12 12	13 12	Tonk
				24 8	25 9	40 7	40 9	...	...	15 14	15 10	Jaipur
				22 2	23 6	27 14	28 9	26 4	25 14	15 14	15 10	Karauli
		14 12	14 9	27 6	28 9	...	...	23 2	26 4	12 18	12 5	Dholpur
		26 4	26 4	26 4	25 —	...	...	10 8	20 6	13 8	13 12	Bharatpur
		16 —	16 —	26 7	26 14	...	...	18 10	15 10	14 4	14 4	Alwar
		18 9	19 8	21 12	22 10	23 9	24 8	24 6	20 7	14 9	15 1	Deoli
		15 —	15 —	23 —	23 4	35 —	38 —	8 —	8 —	15 8	15 8	Nasirabad
				23 4	25 8	...	...	10 —	10 —	16 —	16 —	Balmer
				21 —	21 —	...	...	...	...	14 —	14 —	Anasra
				15 11	15 11	21 —	...	...	...	14 4	14 4	Shahpura
				16 —	16 —	19 —	19 —	...	...	16 8	16 8	Western—
				20 —	18 —	31 8	38 13	...	...	21 —	21 —	Jodhpur
				19 8	18 14	22 5	23 8	8 12	8 12	18 8	18 8	Jaisalmer
				14 14	13 12	...	...	8 8	8 8	13 8	13 8	Bikaner
				21 8	21 8	...	...	...	...	12 8	12 8	Central India—
				19 —	20 —	28 —	25 —	10 —	12 —	13 —	13 3	Indore
				22 —	20 4	...	...	10 —	10 —	14 —	14 —	Nimach
				24 4	24 6	...	...	16 2	16 2	12 9	12 11	Gwalior
		16 12	14 12									Panjab—
				29 —	20 —	...	...	...	...	12 —	12 —	Southern—
				28 —	23 —	24 —	24 —	10 —	10 —	14 —	14 —	Hissar
		10 —	10 —									Ferozpur
				26 12	26 —	36 —	36 —	8 8	9 8	14 8	14 8	Central—
		23 8	23 8	31 8	31 8	35 8	35 8	...	...	16 —	16 —	Lahore
		26 —	26 —	28 —	29 —	37 —	36 —	...	...	16 —	16 —	Gujranwala
				27 —	27 —	30 —	30 —	...	...	15 —	15 —	Muzaffargarh
												Rawalpindi



## RETAIL PRICES FOR THE FIRST HALF OF JUNE 1904—continued (The figures

Districts	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoides)	
	Half-month of report	Pre- vious half- month	Half-month of report	Pre- vious half- month	Best sort		Common		Half-month of report	Pre- vious half- month	Half-month of report	Pre- vious half- month
					Half-month of report	Pre- vious half- month	Half-month of report	Pre- vious half- month				
<b>Punjab—continued</b>												
South-eastern—												
Gurgaon	16 4	16 4	26 —	26 8	—	—	9 —	8 —	25 8	26 8	23 —	24 —
Delhi	16 —	16 8	25 —	26 —	—	—	9 —	9 —	29 —	30 —	22 —	22 —
Hoshiarpur	17 —	17 —	26 —	27 —	—	—	11 —	8 —	28 —	27 —	24 —	24 —
Karnal	28 8	13 —	30 8	31 4	—	—	9 —	10 —	32 —	33 —	20 —	20 —
Submontane—												
Amritsar	20 8	19 15	23 8	23 2	—	—	11 12	11 12	39 —	39 —	24 8	24 8
Ludhiana	20 8	21 —	22 —	22 —	—	—	11 —	11 —	31 8	31 —	21 8	21 8
Jalandhar	20 12	20 12	28 —	28 —	—	—	10 —	10 —	30 —	30 —	20 —	20 —
Hoshiarpur	21 —	21 —	28 —	28 —	—	—	10 —	10 —	26 —	26 —	22 —	22 —
Gurdaspur	21 —	20 8	36 —	36 —	—	—	10 —	30 —	24 —	24 —	—	—
Amritsar	20 —	20 —	30 —	31 —	—	—	10 —	10 —	29 —	29 —	27 —	27 —
Bidkot	18 12	18 12	29 —	29 —	—	—	18 8	18 8	—	—	—	—
Middle—												
Meerut	13 13	13 13	17 5	16 —	—	—	8 —	7 —	19 —	19 —	15 —	15 —
Kanpur	21 —	21 —	—	27 —	—	—	12 —	12 —	—	—	—	—
Northern—												
Rawalpindi	15 —	17 8	23 —	28 —	—	—	8 —	8 —	27 —	25 —	27 —	28 —
Western—												
Bahawalpur	22 —	20 8	33 —	32 —	—	—	8 8	8 —	27 —	27 —	26 —	26 —
Jhang	20 —	20 —	24 —	24 —	—	—	11 —	12 —	34 —	38 —	23 —	23 —
Multan	16 4	16 4	26 —	24 8	—	—	12 8	12 8	26 —	26 —	22 —	22 8
Montgomery	19 8	18 2	—	—	—	—	8 —	8 —	—	—	—	—
Muzaffargarh	18 —	18 —	25 —	25 —	—	—	13 —	13 —	25 —	25 —	21 —	21 —
Dera Ghazi Khan	17 8	17 7	28 2	27 9	—	—	13 12	13 1	35 —	35 —	26 4	27 6
<b>N.W. Frontier Province—</b>												
Mastana	15 4	14 14	22 12	21 6	5 —	5 —	9 4	9 4	21 6	19 —	16 —	16 —
Peshawar	19 —	19 —	35 —	34 —	6 8	6 8	9 12	9 12	27 —	26 —	22 —	22 —
Kohat	20 12	19 12	38 8	39 15	5 8	5 14	11 10	11 5	—	—	23 1	26 13
Bannu	27 3	29 8	39 14	40 —	15 —	15 —	16 4	16 4	30 —	31 4	29 6	30 7
Dera Ismail Khan	20 11 1/2	20 11 1/2	30 15 1/2	27 3 1/2	5 4	5 4	8 —	8 —	43 7 1/2	44 —	36 4	36 7
<b>Sind and Baluchistan—</b>												
Karachi	14 —	13 —	—	—	9 —	9 —	12 —	11 —	21 —	20 —	19 —	18 —
Hyderabad	13 —	13 —	—	—	8 —	8 —	9 —	9 —	19 —	19 —	20 —	20 —
Thar and Parkar (Umarkot)	14 8	14 8	—	—	12 —	12 —	18 —	18 —	—	—	18 —	18 —
Bhakarpur	17 —	16 —	—	—	10 —	10 —	14 —	14 —	28 —	26 —	25 —	25 —
Upper Sind Frontier	14 8	14 —	—	—	9 —	9 —	10 —	10 —	26 —	26 —	27 —	27 —
Quetta	14 8	14 4	17 4	17 4	4 —	4 —	8 —	8 —	24 4	23 12	19 —	19 —
<b>Bombay—</b>												
Deccan—												
Karwar	10 12	10 12	—	—	10 2	10 2	10 10	10 10	—	—	—	—
Bhatnagar	9 7	9 7	—	—	8 —	8 —	10 11	10 11	—	—	15 4	15 14
Alibag	9 4	9 4	—	—	9 —	9 —	9 14	9 14	—	—	14 18	14 13
Bombay	8 7	8 7	—	—	6 6	6 6	8 7	8 7	18 8	18 8	13 4	14 9
Tanna	10 15	10 15	—	—	9 4	9 4	10 3	10 3	20 6	20 6	17 1	18 —
Deccan and Konkan—												
Dharwar	15 —	15 —	—	—	11 15	11 15	18 8	12 15	23 8	23 8	23 1	23 1
Bolgaum	13 3	13 3	—	—	11 9	11 9	12 10	12 10	21 13	21 13	21 7	20 6
Satara	14 14	15 1	—	—	8 2	7 12	10 2	9 13	17 10	18 —	18 10	17 —
Sholapur	14 7	14 14	—	—	8 2	10 8	11 11	11 11	23 4	24 2	23 5	24 2
Bijapur	15 —	15 —	—	—	10 15	10 14	11 4	11 4	25 8	27 6	30 —	33 13
Poona	11 6	11 8	—	—	8 2	8 2	9 3	9 3	18 6	18 6	17 10	18 18
<b>Kharnesh and N.E. Deccan—</b>												
Ahmednagar	14 8	14 8	—	—	8 14	8 14	9 13	9 13	23 6	23 6	20 8	20 8
Nasik	16 6	15 6	—	—	8 12	8 12	10 8	10 8	18 13	18 13	18 13	18 8
Dhule	12 7	12 7	—	—	7 6	7 6	9 6	9 6	18 13	18 13	18 13	18 2
<b>Gujarat—</b>												
Surat	12 15	12 15	—	—	8 5	8 1	9 4	9 4	17 1	17 1	16 10	16 10
Broach	15 —	15 —	—	—	8 —	8 —	10 8	10 8	20 —	20 —	16 —	16 —
Baroda	15 —	15 —	—	—	7 —	7 —	9 8	9 8	20 —	20 —	17 —	17 —
Ahmedabad	12 —	12 —	—	—	9 —	9 —	10 —	10 —	16 —	16 —	14 —	14 —
Godhra	12 —	12 —	—	—	9 8	9 8	10 8	10 8	20 8	21 8	17 8	17 8
Dina	15 8	15 —	—	—	8 —	7 12	8 —	8 —	22 —	25 —	16 —	16 —
<b>Kathiawar—</b>												
Rajkot	16 —	16 —	—	—	7 —	7 —	8 —	8 —	21 —	21 —	16 —	16 —
<b>Central Provinces—</b>												
Western—												
Nimar	16 —	14 12	—	—	4 18	5 18	11 —	11 5	20 4	20 —	—	—
Amargarh Cantonment	12 8	12 8	—	—	7 —	7 —	9 —	9 —	17 —	18 —	20 —	20 —
Hoshangabad	16 6	16 6	—	—	5 9	5 8	9 8	9 8	19 7	22 7	—	—
Betul	15 4	15 4	—	—	—	—	9 10	9 10	25 0	26 6	—	—
Chhindwara	19 —	19 —	—	—	8 15	8 15	13 6	13 6	19 5	22 18	—	—
Nagpur	16 4	16 4	—	—	11 4	11 4	13 12	13 12	18 6	18 6	—	—
Waruna	24 8	24 8	—	—	6 11	6 11	10 —	10 —	20 —	20 —	—	—

State Tax Number of Sale (S, SS, or ST) \_\_\_\_\_

MARUA OR RAGI ( <i>Echinochloa</i> )		KANONI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> )		GRAM, OHENNA, OHOLA, KADALAY, OR SONAGA ( <i>Cicer aristicornis</i> )		MAISEN (See Maize)		ARHAR OR TURU, CADJAN PNA ( <i>Cajanus indicus</i> )		SALT		Districts
Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	
...	...	...	...	22 4	28 --	21 --	25 --	12 --	12 --	12 --	13 --	Panjab—continued
...	...	19 --	12 --	23 8	24 --	29 --	29 --	12 8	12 8	12 --	13 --	South-eastern—
...	...	10 --	10 --	23 8	24 8	26 --	26 --	12 --	12 --	12 --	13 --	Gurgaon
32 --	32 --	20 --	20 --	25 8	23 --	32 --	32 --	12 --	12 --	12 8	18 --	Delhi
...	...	...	...	...	...	...	...	...	...	...	...	Rohatak
...	...	...	...	...	...	...	...	...	...	...	...	Karnal
...	...	...	...	27 4	27 12	31 8	36 --	11 12	9 12	15 8	15 8	Submontane—
...	...	20 8	20 8	22 8	29 --	39 --	38 --	9 --	9 --	15 --	15 4	Ambala
...	...	16 --	16 --	28 8	29 --	40 --	40 --	...	...	15 --	15 8	Ludhiana
...	...	12 --	12 --	27 --	27 --	32 --	32 --	6 --	6 --	14 8	14 8	Jalandhar
...	...	...	...	31 --	32 --	33 --	33 --	...	...	15 --	15 --	Mohalpur
...	...	28 --	24 --	29 --	28 --	30 --	31 --	9 12	10 --	14 --	16 --	Gurdaspur
...	...	...	...	27 8	27 8	...	32 --	...	...	15 --	16 --	Amritsar
...	...	...	...	...	...	...	...	...	...	...	...	Sialkot
22 --	22 --	12 --	12 --	16 14	16 14	21 8	22 --	8 --	8 --	10 12	11 4	Hills—
...	...	...	...	22 --	22 --	25 --	25 --	10 --	10 --	11 --	11 --	Simla
...	...	...	...	...	...	...	...	...	...	...	...	Kangra
...	...	16 --	16 --	21 --	25 8	27 --	27 8	12 --	12 --	16 --	16 --	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Rawalpindi
32 --	32 --	18 --	18 --	32 --	31 --	24 --	22 --	8 --	8 --	14 --	14 --	Western—
32 --	32 --	37 --	35 --	24 --	24 --	31 --	28 --	13 --	14 --	13 --	13 --	Shalpur
...	...	30 --	30 --	22 12	23 4	23 --	23 --	...	...	15 --	15 4	Jhang
...	...	...	...	28 --	29 --	...	...	10 --	...	13 --	13 --	Multan
...	...	...	...	24 8	23 8	...	...	7 --	7 --	14 --	14 --	Montgomery
...	...	...	...	25 10	25 1	...	...	10 --	10 --	14 8	13 15	Mirafargach
...	...	...	...	...	...	...	...	...	...	...	...	Dera Ghazi Khan
...	...	12 --	12 --	17 10	17 5	22 --	19 8	10 --	10 --	12 --	12 --	S.W. Frontier Province—
...	...	17 --	17 --	25 --	25 --	29 --	29 --	13 --	13 --	16 --	16 --	Hazara
...	...	...	...	25 12	26 2	26 12	26 12	...	...	20 6	20 6	Peshawar
...	...	...	...	29 6	28 7	27 13	40 10	11 4	11 4	21 4	21 4	Kohat
...	...	...	...	34 21	33 9	...	20 14	11 4	12 --	14 8	14 8	Bannu
...	...	...	...	...	...	...	...	...	...	...	...	Dera Ismail Khan
...	...	...	...	19 --	19 --	...	...	10 --	9 --	15 --	16 --	Sind and Baluchistan—
...	...	...	...	16 --	16 --	...	...	9 --	9 --	15 --	15 --	Karachi
...	...	...	...	8 --	8 --	...	...	...	...	14 --	14 --	Hyderabad
...	...	...	...	21 --	24 --	...	...	11 --	11 --	14 --	14 --	Thar and Parkar (Umerkot)
...	...	...	...	24 8	24 8	...	...	10 8	10 8	13 --	13 --	Shikarpur
...	...	...	...	...	...	...	...	...	...	...	...	Upper Sind Frontier
...	...	6 --	6 --	17 --	17 --	13 --	18 --	9 --	9 --	11 --	11 --	Quetta
...	...	...	...	...	...	...	...	...	...	...	...	Bombay—
16 15	20 14	...	...	12 8	12 8	...	...	10 --	10 --	10 10	11 9	Konkan—
14 2	15 4	...	...	13 1	13 12	...	...	9 7	9 7	13 10	13 10	Karwar
...	...	...	...	12 5	12 5	...	...	8 12	8 12	11 14	13 10	Ratnagiri
9 --	9 --	...	...	13 12	13 12	...	...	8 8	8 5	10 --	10 --	Alibag
15 8	15 8	...	...	14 8	14 8	...	...	10 --	10 --	14 --	14 --	Bombay
...	...	...	...	...	...	...	...	...	...	...	...	Tanna
...	...	...	...	14 11	14 11	...	...	10 15	10 15	13 8	13 8	Deccan and Kutch—
...	...	...	...	16 --	16 --	...	...	12 8	12 --	12 8	13 3	Dharwar
...	...	...	...	17 1	17 1	...	...	13 5	13 13	13 8	13 8	Belgaum
...	...	...	...	19 13	19 13	...	...	14 --	14 7	11 8	11 8	Satara
...	...	...	...	18 --	18 --	...	...	12 8	12 6	12 8	14 5	Sholapur
...	...	...	...	18 4	18 14	...	...	11 8	12 8	13 13	13 13	Bijapur
...	...	...	...	...	...	...	...	...	...	...	...	Poona
...	...	...	...	16 10	16 10	...	...	14 --	13 5	13 12	13 1	Khandesh and N.E. Deccan—
...	...	...	...	17 4	18 13	...	...	10 --	10 --	14 9	14 9	Ahmadnagar
...	...	...	...	15 8	15 8	...	...	11 5	11 5	13 --	13 --	Nasik
...	...	...	...	...	...	...	...	...	...	...	...	Dhule
...	...	...	...	14 13	14 13	...	...	9 4	9 1	14 13	14 13	Gujarat—
...	...	...	...	14 8	14 6	...	...	11 --	11 --	16 --	16 --	Surat
...	...	...	...	15 --	15 --	...	...	10 8	10 8	16 --	16 --	Broach
...	...	...	...	14 --	14 --	...	...	10 --	10 --	14 --	14 --	Kaira
...	...	...	...	20 --	18 8	...	...	10 --	10 --	16 6	16 8	Baroda
...	...	...	...	22 --	22 --	...	...	10 --	10 --	15 8	15 8	Ahmadabad
...	...	...	...	16 8	16 8	...	...	9 4	8 4	16 --	16 --	Godhra
...	...	...	...	...	...	...	...	...	...	...	...	Yam
...	...	...	...	18 8	19 --	...	...	8 --	9 --	75 --	75 --	Kathmandu—
...	...	...	...	...	...	...	...	...	...	...	...	Bajkot
...	...	...	...	...	...	...	...	...	...	...	...	Central Provinces—
...	...	...	...	30 5	20 --	...	...	11 10	12 --	11 10	11 10	Western—
...	...	...	...	16 --	16 --	...	...	9 --	9 --	19 --	19 --	Nimar
...	...	...	...	24 --	24 --	...	...	14 8	14 6	11 10	10 11	Aurangabad Cantonment
...	...	...	...	24 15	24 15	...	...	14 7	14 7	9 --	10 11	Bhusawal
...	...	...	...	24 --	24 --	...	...	13 --	13 --	10 11	10 11	Betul
...	...	...	...	17 8	17 8	...	...	13 12	13 12	11 --	11 --	Omudware
...	...	...	...	17 8	17 8	...	...	14 8	14 3	11 --	10 11	Nagpur
...	...	...	...	...	...	...	...	...	...	...	...	Wardna

## RETAIL PRICES FOR THE FIRST HALF OF JUNE 1904—continued (The figures)

Districts	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoides)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
<b>Punjab—continued</b>												
South-eastern—												
Gurgaon	16 4	16 4	20 —	26 8	—	—	5 —	8 —	25 6	26 8	23 —	24 —
Delhi	16 —	16 8	25 —	26 —	—	—	9 —	9 —	39 —	29 —	22 —	22 —
Rohtak	17 —	17 —	26 —	27 —	—	—	11 —	8 —	26 —	27 —	21 —	24 —
Karnal	18 6	19 —	30 3	32 1	—	—	9 —	10 —	32 —	32 —	20 —	20 —
Submontane—												
Amritsar	20 6	19 15	23 8	23 2	—	—	11 12	11 12	39 —	39 —	24 6	24 8
Ludhiana	20 8	21 —	23 —	23 —	—	—	11 —	11 —	31 8	31 —	21 8	21 8
Jalandhar	20 12	20 12	23 —	23 —	—	—	10 —	10 —	30 —	29 —	20 —	20 —
Hoshiarpur	21 —	21 —	26 —	26 —	—	—	10 —	10 —	26 —	26 —	21 —	21 —
Quetta	21 —	20 8	36 —	36 —	—	—	10 —	10 —	24 —	24 —	—	—
Amritsar	20 —	20 —	30 —	31 —	—	—	10 —	10 —	29 —	29 —	27 —	26 —
Balhot	18 12	18 12	29 —	29 —	—	—	13 8	18 11	—	—	—	—
Hills—												
Simla	13 13	13 13	17 5	16 —	—	—	8 —	7 —	19 —	19 —	16 —	16 —
Kangra	21 —	21 —	27 —	27 —	—	—	12 —	12 —	—	—	—	—
Northern—												
Rawalpindi	15 8	17 8	32 —	29 —	—	—	8 —	8 —	27 —	25 —	27 —	25 —
Western—												
Shahpur	23 —	20 8	33 —	32 —	—	—	8 8	8 —	27 —	27 —	26 —	24 —
Jhang	20 —	20 —	24 —	24 —	—	—	11 —	12 —	31 —	31 —	23 —	22 8
Multan	16 4	16 4	26 —	24 8	—	—	13 8	13 6	26 —	26 —	22 —	22 8
Montgomery	19 8	18 2	—	—	—	—	8 —	9 —	—	—	—	—
Muzaffargarh	18 —	18 —	25 —	25 —	—	—	13 —	13 —	25 —	25 —	21 —	21 —
Dera Ghazi Khan	17 8	17 7	28 2	27 9	—	—	13 12	13 1	25 —	26 —	25 4	27 6
<b>N.W. Frontier Province—</b>												
Rawla	15 4	14 14	22 12	21 6	5 —	5 —	9 4	9 4	21 6	19 —	16 —	16 —
Peshawar	19 —	19 —	35 —	34 —	5 3	5 3	9 12	9 12	27 —	26 —	22 —	22 —
Kohat	20 12	19 12	32 8	29 15	5 3	5 14	11 10	11 5	—	—	23 1	26 12
Bannu	27 3	29 8	39 14	40 —	15 —	15 —	16 4	16 4	30 —	31 4	29 6	30 —
Dera Ismail Khan	20 11 1	20 11 1	36 15 1	27 31	5 4	5 4	8 —	8 —	25 7 1	24 —	26 4	29 7
<b>Sind and Baluchistan—</b>												
Karachi	14 —	13 —	—	—	9 —	9 —	12 —	11 —	21 —	20 —	19 —	18 —
Hyderabad	16 —	15 —	—	—	8 —	8 —	8 —	9 —	19 —	19 —	20 —	20 —
Thar and Parkar (Umarkot)	14 6	14 8	—	—	12 —	13 —	13 —	13 —	—	—	18 —	18 —
Shikarpur	17 —	16 —	—	—	10 —	10 —	14 —	14 —	26 —	26 —	25 —	25 —
Upper Sind Frontier	14 8	14 —	—	—	9 —	9 —	10 —	10 —	26 —	26 —	27 —	27 —
Quetta	14 8	14 4	17 4	17 4	4 —	4 —	8 —	8 —	21 4	23 12	19 —	19 —
<b>Bombay—</b>												
Amber—												
Karwar	10 12	10 12	—	—	10 2	10 2	10 10	10 10	—	—	—	—
Katnagiri	9 7	9 7	—	—	8 —	8 —	10 11	10 11	—	—	15 4	15 14
Abbas	9 4	9 4	—	—	9 —	9 —	9 14	9 14	—	—	14 13	14 13
Bombay	8 7	8 7	—	—	6 6	6 6	8 7	8 7	18 8	13 8	13 4	14 9
Tanna	10 15	10 15	—	—	9 4	9 4	10 3	10 3	20 6	20 6	17 1	16 —
Deccan and Karnatak—												
Dindur	13 6	13 6	—	—	11 15	11 15	13 8	13 15	23 9	23 9	23 1	23 1
Belgaum	13 3	13 3	—	—	11 9	11 9	12 10	12 10	21 13	21 13	21 7	20 8
Betara	14 14	14 1	—	—	8 2	7 12	10 4	9 13	17 10	18 —	16 10	17 —
Sholapur	14 7	14 14	—	—	10 8	10 8	11 11	11 11	25 4	24 2	22 6	24 2
Bijapur	18 —	18 —	—	—	10 15	10 14	11 4	11 4	25 9	27 6	30 —	28 12
Poona	11 8	11 5	—	—	8 2	8 2	9 3	9 3	18 6	18 6	17 10	18 12
<b>Khandesh and N.E. Deccan—</b>												
Ahmednagar	14 8	14 8	—	—	8 14	8 14	9 13	9 13	23 6	23 6	20 8	20 8
Nasik	15 6	15 6	—	—	8 12	8 12	10 13	10 13	—	—	16 13	18 3
Dhule	12 7	12 7	—	—	7 6	7 6	9 6	9 6	18 13	18 13	18 2	18 2
<b>Gujarat—</b>												
Surat	13 15	13 15	—	—	8 5	8 1	9 4	9 4	17 1	17 1	16 10	16 10
Broach	16 —	16 —	—	—	8 —	8 —	10 8	10 8	20 —	20 —	16 —	16 —
Surat	15 —	15 —	—	—	7 —	7 —	9 5	9 5	20 —	20 —	17 —	17 —
Bardoli	12 —	12 —	—	—	6 6	6 6	10 —	10 —	16 —	16 —	14 —	14 —
Godhra	12 —	12 —	—	—	8 8	8 8	10 8	10 8	21 8	21 8	17 8	17 8
Dina	15 6	15 6	—	—	8 —	8 —	9 —	9 —	22 —	22 —	19 —	19 —
<b>Kathiawar—</b>												
Rajkot	16 —	16 —	—	—	7 —	7 —	8 —	8 —	21 —	21 —	16 —	16 —
<b>Central Provinces—</b>												
Nimar—												
Asurgar Cantonment	15 —	14 12	—	—	4 13	5 13	11 —	11 5	26 4	33 —	—	—
Husangabad	16 8	16 6	—	—	7 —	7 —	9 —	9 —	17 —	18 —	20 —	20 —
Itanagar	16 4	16 4	—	—	5 8	5 8	10 6	10 6	19 7	22 7	—	—
Chhindwara	16 —	16 —	—	—	8 15	8 15	13 6	13 6	25 6	25 6	—	—
Nagpur	16 4	16 4	—	—	11 4	11 4	13 12	13 12	28 13	28 13	—	—
Waruna	14 8	14 3	—	—	6 11	6 11	10 —	10 —	20 —	20 —	—	—

state the number of sera (of 50 tolas) and chittacks sold for one rupee)

MARWA OR RAGI (Eleusine coracana)		KANGNI OR RAKUM, ITALIAN MILLET (Setaria italica)		GRAM, CHENNA, CHOLA, KADALAY, OR RUMAGA (Oryza aristivum)		MAHIS (Zea Mays)		ABHAR OR THUR, OAJAN PDA (Onjanus indicus)		SALT		Districts
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	...	...	22 4	23 --	21 --	25 --	12 --	12 --	13 --	13 --	Panjab—continued
...	...	...	...	23 3	24 --	22 --	26 --	12 8	12 8	13 --	13 --	South-eastern—
...	...	12 --	12 --	23 8	24 6	23 --	26 --	12 --	12 --	13 --	13 --	Gurgaon
...	...	10 --	10 --	23 8	23 --	23 --	26 --	12 --	12 --	13 --	13 --	Delhi
...	...	...	...	23 8	23 --	23 --	26 --	12 --	12 --	13 --	13 --	Rohat
...	...	...	...	23 8	23 --	23 --	26 --	12 --	12 --	13 --	13 --	Karnal
...	...	...	...	23 8	23 --	23 --	26 --	12 --	12 --	13 --	13 --	Submontane—
...	...	...	...	27 4	27 12	34 8	36 --	11 12	9 12	15 8	15 8	Ambala
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 4	Ludhiana
...	...	20 8	20 8	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 8	Jalandhar
...	...	16 --	16 --	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 8	Hoshiarpur
...	...	12 --	12 --	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Gurdaspur
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Amritsar
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Sialkot
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Hills—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Simla
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Kangra
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Northern—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Rawalpindi
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Western—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Shahpur
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Jhang
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Multan
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Montgomery
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Mirzapur
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Dera Ghazi Khan
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	N.W. Frontier Provinces—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Rawal
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Peshawar
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Kohat
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Bannu
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Dera Ismail Khan
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Sind and Baluchistan—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Karachi
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Hyderabad
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Thar and Parkar (Umarkot)
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Shikarpur
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Upper Sind Frontier
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Quetta
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Bombay—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Konkan—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Karwar
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Batnagiri
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Alibag
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Bombay
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Tanna
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Deccan and Karnatak—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Shirur
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Belgaum
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Satara
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Sholapur
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Bijapur
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Poona
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Khandesh and N.E. Deccan—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Ahmednagar
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Nasik
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Dhule
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Gujarat—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Surat
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Broach
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Kaira
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Baroda
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Ahmedabad
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Godhra
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Junagadh
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Kathinagar—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Barjot
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Central Provinces—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Western—
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Nimar
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Amargh Cantonsment
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Hoshangabad
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Betal
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Chhindwara
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Nagpur
...	...	...	...	27 4	27 --	33 --	36 --	9 --	9 --	15 --	15 --	Wardha

## RETAIL PRICES FOR THE FIRST HALF OF JUNE 1904—continued (The figures)

Districts	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CHUJAD (Pennisetum typhoides)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
<b>Central Provinces—continued</b>												
Central—					8 —	8 —	11 5	11 5	24 —	24 —	...	...
Narsinghpur	16 6	16 —	...	...	8 14	8 14	11 11	11 11	27 6	27 8	...	...
Bangor	18 12	18 12	...	...	9 —	9 —	14 —	13 8	...	...	...	...
Damoh	17 —	16 —	...	...	11 4	10 4	15 6	14 6	25 —	25 —	...	...
Jubbulpore	21 —	22 —	...	...	9 —	9 —	14 —	14 —	...	...	...	...
Mandla	18 8	18 8	...	...	8 —	8 —	17 8	17 8	...	...	...	...
Seoni	15 —	15 —	...	...	8 12	8 12	14 —	14 —	...	...	...	...
Salaghat	16 —	16 —	...	...	10 2	10 2	13 8	13 8	25 —	25 10	...	...
Bhandara	18 —	18 —	...	...	...	...	...	...	...	...	...	...
Chanda	...	...	...	...	...	...	...	...	...	...	...	...
Ratna—	18 5	18 5	...	...	8 —	8 —	18 5	18 5	...	28 —	...	...
Bilaspur	19 —	19 —	...	...	10 —	10 —	16 —	17 —	...	...	...	...
Rajpur	16 —	16 —	...	...	12 —	12 —	15 8	16 —	...	...	...	...
Pambalpur	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bihar—</b>												
Buldhua	13 14	14 11	...	...	7 —	7 —	9 6	9 6	18 15	18 8	...	...
Bisim	11 10	11 10	...	...	5 11	5 11	7 8	7 8	18 8	18 8	...	...
Akola	10 —	10 8	...	...	6 —	6 —	8 —	8 —	15 —	15 —	...	...
Ellenpur	14 2	14 2	...	...	7 11	7 11	12 —	12 —	23 —	23 —	...	...
Amroli	16 8	16 8	...	...	6 4	6 4	10 8	10 8	25 —	25 —	...	...
Wan	...	...	...	...	...	...	...	...	...	...	...	...
<b>Nizam's Territories—</b>												
Secunderabad	12 6	12 6	16 15	13 9	5 10	5 10	13 8	13 9	21 —	22 8	30 11	32 1
Bolaram	11 4	10 4	...	...	6 8	6 8	11 —	11 2	26 —	26 2	...	...
Chadarghat	11 4	11 1	...	...	4 9	4 8	9 2	9 2	21 6	20 8	27 6	25 4
<b>Madras—</b>												
Malabar Coast—	...	...	...	...	...	...	12 3	12 3	...	...	...	...
Malabar	...	...	...	...	...	...	12 2	12 2	...	...	...	...
S. Canara	...	...	...	...	...	...	...	...	...	...	...	...
South, central—	...	...	...	...	...	...	10 13	10 13	22 8	22 8	28 13	28 13
Coinimbatore	...	...	...	...	...	...	9 14	9 14	...	...	...	...
Nigiria	...	...	...	...	...	...	18 10	12 13	21 10	21 8	19 14	20 8
Bakom	...	...	...	...	...	...	...	...	...	...	...	...
Central—	...	...	...	...	...	...	14 13	10 18	25 8	25 8	...	...
Bellary	...	...	...	...	...	...	15 2	15 2	31 10	31 10	...	...
Anantapur	...	...	...	...	...	...	14 14	14 14	23 10	23 2	29 13	29 13
Cuddapah	...	...	...	...	...	...	10 6	10 6	28 —	28 —	...	...
Karnul	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, north—	...	...	...	...	...	...	12 13	13 10	...	...	...	...
Ganjam	...	...	...	...	...	...	12 6	14 —	...	...	28 —	27 —
Vizagapatnam	...	...	...	...	...	...	12 6	12 6	28 8	28 10	...	...
Godavari	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central—	...	...	...	...	...	...	11 10	11 10	20 5	20 5	...	...
Kistna	...	...	...	...	...	...	17 10	17 10	22 14	22 14	24 —	24 —
Nellore	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—	...	...	...	...	...	...	10 14	10 11	...	...	...	...
Madras	...	...	...	...	...	...	12 6	12 6	...	...	...	...
Chingleput	...	...	...	...	...	...	14 14	14 14	...	...	...	...
N. Arcot	...	...	...	...	...	...	12 6	12 6	...	...	21 14	21 14
S. Arcot	...	...	...	...	...	...	...	...	...	...	...	...
Tanjore	...	...	...	...	...	...	13 8	13 10	...	...	29 8	29 8
Trichinopoly	...	...	...	...	...	...	12 —	12 6	28 5	28 —	21 14	21 14
Southern—	...	...	...	...	...	...	12 6	12 6	...	...	...	...
Tinnevely	...	...	...	...	...	...	18 8	18 8	22 —	22 13	19 6	19 6
Madurai	...	...	...	...	...	...	...	...	...	...	...	...
<b>Mysore—</b>												
Mysore	14 8	14 8	...	...	10 2	10 2	13 8	13 8	40 8	40 8	...	...
Bangalore	11 12	11 12	...	...	9 12	9 7	11 8	10 14	...	...	...	...
Kolar	10 —	10 —	10 —	10 —	10 —	10 —	11 —	11 —	...	...	...	...
Tumkur	10 —	10 —	10 —	10 —	11 —	11 —	12 8	12 8	18 —	24 —	40 —	...
Hassan	10 —	10 —	10 —	10 —	11 —	11 —	12 —	12 —	...	...	...	...
Kadur	10 —	10 —	10 —	10 —	9 —	9 —	11 —	11 —	30 —	30 —	...	...
Channarayana	12 10	12 10	12 10	12 10	9 7	9 7	13 10	13 10	...	38 10	...	...
Chitaldrug	13 —	13 —	13 —	13 —	11 —	11 —	14 —	14 —	30 —	34 —	26 —	26 —
<b>Coorg—</b>												
Coorg	6 8	6 —	6 8	7 —	9 —	9 —	11 8	12 —	...	...	...	...
<b>Aden</b>												
Aden	8 —	8 —	...	...	6 9	6 9	7 7	7 7	12 7	12 7	11 3	11 3

state the number of cers (of 80 tolas) and chittacks sold for one rupee)

MARUA OR RAGI (Eleusine coracana)		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica)		GRAM, CHENNA, OGOLA, KADALAY, OR SURAGA (Oryza aristivana)		MAISE (Zea Mays)		AMHAR OR TRUR, GADJAN PRA (Oryza indica)		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
				94 —	24 —			16 —	18 13	10 11	10 11	Central Provinces—continued
				28 4	28 4			18 11	18 11	12 13	12 13	Central—
				27 6	27 6			10 10	10 10	10 10	11 8	Narsinghpur
				24 —	23 —			14 —	13 8	11 4	11 4	Baugor
				81 —	84 —			14 —	14 —	10 —	11 —	Damoh
				22 —	22 —			12 —	10 —	10 —	10 —	Jubbulpore
				18 —	15 —			13 13	13 12	9 8	9 8	Mandla
				16 —	16 —			11 4	12 —	11 —	11 —	Seoni
				15 —	16 —			11 4	11 4	9 8	9 8	Balaghat
												Bhindara
												Chanda
				21 6	21 6			18 5	18 5	10 11	10 11	Eastern—
				24 —	25 —			17 —	17 —	11 —	11 —	Bilaspur
				23 —	16 8			11 —	11 —	11 8	11 8	Raipur
												Sambalpur
				21 —	21 —			11 —	11 —	13 —	13 —	Berar—
				18 8	18 14			13 14	13 14	11 8	11 8	Buldana
				16 —	16 —			11 —	10 8	11 8	11 8	Basim
				16 —	16 —			11 8	11 8	11 —	11 —	Axola
				17 —	17 —			14 —	14 —	13 —	13 —	Ellichpur
				16 —	16 —			15 11	15 11	11 —	11 —	Amratoli
												Wun
				18 15	19 10			21 2	22 2	9 6	9 9	Nizam's Territories—
31 1	31 12			18 —	18 2					10 2	10 2	Secunderabad
				19 6	18 0			11 6	18 1	9 2	9 2	Bolarum
												Chadarghat
												Madras—
										11 8	10 15	Malabar Coast—
										13 3	12 7	Malabar
												S. Canara
25 14	25 14									11 2	11 2	South, central—
23 11	23 11									9 —	9 —	Coimbatore
										11 7	11 7	Nilgiris
												Salem
29 2	29 2									11 7	11 7	Central—
30 2	31 —									13 13	13 13	Bellary
28 2	29 10									15 8	12 13	Anantapur
										10 6	10 6	Cuddapah
												Karnul
35 8	36 14									14 10	14 3	East Coast, north—
27 13	28 13									14 13	15 10	Ganjam
27 3	29 2									14 13	14 14	Vingapattam
												Godavari
21 5	21 5									15 13	15 10	East Coast, central—
25 11	25 11									15 13	15 13	Kistna
												Nellore
31 11	32 5									15 8	15 9	East Coast, south—
21 4	21 5									15 14	15 14	Madras
36 10	36 10									13 8	13 8	Chingleput
22 3	24 3									12 12	13 12	N. Arcot
												S. Arcot
23 11	23 11									16 5	16 4	Tanjore
24 6	25 14									18 10	18 3	Trichinopoly
												Southern—
20 11	20 11									16 —	16 6	Tinnevely
24 6	25 11									18 11	13 11	Madura
												Mysore—
39 6	39 6			12 9	12 9			6 12	6 12	11 8	11 8	Mysore
34 —	34 —			13 2	13 2			8 8	8 8	12 10	12 10	Bangalore
40 —	40 —			12 —	10 —			8 —	8 —	11 —	11 —	Kolar
40 —	35 —	35 —		11 —	11 —			8 8	8 —	11 —	10 8	Tumkur
34 —	34 —			12 —	11 —			8 —	8 —	10 —	10 —	Hassan
35 —	35 —			18 —	13 —			8 —	8 —	10 —	10 —	Kadur
39 14	42 —			14 11	14 8			9 7	9 7	12 10	12 10	Shimoga
34 —	35 —	35 —	34 —	14 —	14 —			9 —	9 —	10 —	9 —	Chitaldrug
				19 8	19 8			6 8	6 8	11 —	11 —	Coorg—
				11 8	11 8			9 5	9 5	32 —	32 —	Coorg
												Aden


J. A. ROBERTSON

Off. Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta, July 14, 1904

 *Continuation Sheets of Supplement to the Gazette of India published at Calcutta.*



GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

SANITARY.  
PLAGUE.

*Simla, the 14th July 1904.*

The following statement of plague seizures and deaths reported in India, during the week ending the 9th July 1904, is published for general information :

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND DECCAN DIVISION.	North.	Bombay City	B., B. & C. I. & G. I. P.	27	24
		Dholera Port			
		Ahmedabad City	B., B. & C. I.		
		Gogha Port			
		Ahmedabad District	B., B. & C. I. & B. G. J. P.		
		Broach Port			
		Broach District			
		Panch Mahals District			
		Mahikanta State			
		Kaira District		4	3
		Rewakantha State			
		Bulsar Port			1
		Surat Town and Port		2	2
		Surat District		70	53
		Jharsa Port			
		Randwa Port	B., B. & C. I.		5
		Utari			
		Vesava			
		Kelva			
		Trombay	G. I. P.		
		Tarapur	B., B. & C. I.		
		Manori			
		Mahim			
		Dhau			
		Alandi	G. I. P.		
		Agashi	B., B. & C. I.		
		Shirgaon			
		Bassein		1	1
		Kalyan	G. I. P.	2	5
		Thana		3	7
		Umbergaon Port	B., B. & C. I.		
		Kon			
		Thana District	G. I. P. & B., B. & C. I.	1	1
	Central.	Ahmednagar District	Dhond and Manmad (G. I. P.)		
		Khandesh	B., B. & C. I. & G. I. P.		
		Nasik	G. I. P. & N. G.		
		Poona City	S. M. & G. I. P.		
		Poona District	S. M. & G. I. P.		
		Satara	S. M.	21	18
		Sholapur Town	G. I. P.		
		Sholapur District	G. I. P. & S. M. & N. G.		

Presidency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND BHD.	Southern.	Alibag Port			
		Parval "		2	
		Rohol "			
		Roha "			
		Revdamda "			
		Kolaba District	G. I. P.	12	8
		Ratnagiri Port		1	1
		Vasodrug "			
		Harnal "			
		Rajapur "			
		Vengurla "			
		Jaitapur "			
		Dabhal "			
		Joigad "			
		Deogad "			
		Ratnagiri District			
		Belgaum "	S. M.	199	159
		Dharwar District		145	112
		Karwar Port			
		Goa "			
		Kemta "			
		Savantradi State			
		Bijapur District	S. M. & G. I. P.	119	96
	Sind.	Karachi Town and Port	N. W.		
		Karachi District			
		Hyderabad Town		1	
		Hyderabad District	S. J. B.		2 (6)
		Thar and Parkar District	J. B.		
		Larkhana "	N. W.		
		Gujjar District			
		Khairpur State			
	Political charges.	Anand State			
		Tuna Port			
		Mandvi "		2	2
		Mundra "			
		Jakau "			
		Cutch State		9	9
		Cambay "	B. B. & C. I.	1	
		Savannr "			
		Bhor "			
		Porbandar Port	B. G. J. P.		
		Jamnagar Town and Port			
		Rhavnagar Town and Port	B. G. J. P.		
		Mongrol Port			
		Nodia Port			
		Salaya "		2	2
				2	3

(b) Imported cases.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague cases.	Plague deaths.
Bombay Presidency and Sind.	Political charges.	Jafnabad Port			
		Varawal "			
		Vawadia "			
		Kathiawar State	B., B. & C. I., Morvi & B. G. C. P.	54	29
		Kolhapur Town	S. M.		
		Kolhapur and Southern Maharashtra Country	S. M.		
		Sachin State	B., B. & C. I.		
		Dharampur "			
		Srirardhan Port			
		Murud "		7	3
		Barimandla "			
		Nandgaon "			
		Janjira "			
		Janjira State			
		Velad Port			
		Billimora "	B., B. & C. I.	6	4
		Kodinar "			
		Baroda City	B., B. & C. I.	1	1
		Baroda State		25	13
		Jath "			
Madras Presidency.		Bijapur State	S. M. & G. I. P.	1	3
		Surat "	B., B. & C. I.	5	5
		Aden			
		TOTAL		759	583
		Salem Town	Madras		
		Salem District		47 (d)	30 (a)
		Bellary Cantonment	S. M.		
		Bellary Town			
		Bellary District	& Madras	49 (a)	31 (a)
		Coimbatore Town	Madras	2	4
		Coimbatore District	Madras, S. I. & Madras	146 (c)	113 (b)
		Nilgiris "	Madras	3	2
		North Arcot "	S. I. & Madras	4	4
		South Arcot District			
		Cuddalore Port			
		Tinnevely District			
		Malabar "	Madras	1 (f)	1 (f)
		Cuddapah "	S. I. & Madras	3 (b)	3 (b)
		Mangalore Port		9	8
		Ernala "			
		South Canara District			
		Madras City	Madras and S. I.		
		Chingleput District	S. I. & Madras		
		Kurnool District	S. M. & Madras		
		Godavari "	Madras		
		Tanjore "	S. I.		
		Anantapur "	Madras, S. I. & S. M.	1	1
		Madura "	S. I.		
		Kistna "			
		Cochin State			
		TOTAL		256	197

(a) One imported case.  
(b) Two " "  
(c) Five " "

(d) Three imported cases.  
(f) Imported case.

Presidency or Province.	Division.	Districts and Stations and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BENGAL.	Presidency	Calcutta	E. I., E. B. S. & B. N.	18	18
		Nadia District	E. B. S. & B. C. & H. K.		
		24 Parganas District	E. B. S., B. C. & E. I.	2	1
		Khulna	B. C.		
	Bardwan	Midnapore District	B. N. B.		
		Howrah Town	B. N. & H. A.		
		Howrah District	E. I., B. N. & H. A. & H. S.		
		Bardwan			
		Birbhan			
	Patna	Champan District	B. & N. W.		
		Chupra Town			
		Baran District		31	19
		Gaya Town	E. I.		
		Gaya District			
		Muzaffarpur District	B. & N. W.		
		Muzaffarpur Town			
		Darbhanga District			
		Shahabad District	E. I.	2	2
		Patna City		41	42
		Patna District		5	5
	Bhagalpur	Monghyr Town		7	7
		Monghyr District			
		Bhagalpur Town			
		Bhagalpur District	B. & N. W.		
	Chota Nagpur	Sonthal Parganas District			
		Falaman District			
	Orissa	Cuttack District	B. N. B.		
			TOTAL	107	94
UNITED PROVINCES.	Allahabad	Allahabad City	E. I.		
		Allahabad District	B. & O. & B.		
		Cawnpore City	E. I., O. & B., B. & C. I., & G. I. P. (I. M. Sec.)		
		Cawnpore District			
		Fatehpur	E. I.		
		Banda District	G. I. P. (I. M. Sec.) & E. I. R.		
		Jhansi City			
		Jhansi District			
		Hamirpur			
		Jalaun			
	Benares	Benares Cantonment	B. & N. W. & O. & B.		
		Benares City			
		Benares District	B. & N. W., O. & B. & E. I.		
		Ballia	B. & N. W.	23	21
		Jaunpur City	O. & B.		
		Jaunpur District	B. & N. W.		
		Ghazipur	E. I. & B. & N. W.	10	9
		Mirzapur City	E. I.		
		Mirzapur District	B. & O. & B.		

Residency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
UNITED PROVINCES.	Fyzabad	Bahraich District	B. & N. W.		
		Gonda	O. & R.	1	1
		Partabgarh	O. & R.		
		Sultanpur	O. & R.		
		Ajodhia	O. & R.		
		Fyzabad City	O. & R.		
		Fyzabad District	O. & R.		
		Bara Banki Town	B. & N. W.		
	Gorakhpur	Bara Banki District	O. & R.	1	1
		Asamgarh City	B. & N. W. & O. & R.		
		Asamgarh District	B. & N. W.		
		Gorakhpur City	B. & N. W.		
		Gorakhpur District	B. & N. W.		
		Basti District	B. & N. W.		
		Meerut City	N. W.		
		Meerut Cantonment	N. W.		
	Meerut	Meerut District	N. W., O. & R. & E. I.		
		Muzaffarnagar City	N. W.		
		Muzaffarnagar District	N. W.		
		Aligarh	E. I. & O. & R.		
		Saharanpur City	O. & R. & N. W.		
		Saharanpur District	O. & R. & N. W.		
		Hardwar Union	O. & R.		
		Roorkee Town	O. & R.		
	Lucknow	Bulandshahr District	E. I. & O. & R.		
		Dehra Dun	B. & N. W. & O. & R.		
		Unao District	O. & R. & B. & N. W.		
		Lucknow City	B. & N. W. & R. K.	2	2
		Lucknow District	B. & N. W.		
		Hardoi	O. & R.		
		Rae Bareilly	R. K.		
		Sitapur	R. K.		
		Kheri	E. I.		
		Etawah City	E. I.		
		Etawah District	E. I.		
		Fatehgarh	B. & C. I.		
		Farrukhabad Town	B. & C. I.		
		Farrukhabad District	B. & C. I.		
		Mainpuri	E. I.		
		Agra City	B. & C. I., G. I. P. & E. I.		
		Agra District	B. & C. I.		
	Agra	Etah	B. & C. I.		
		Muttra	B. & C. I.		
		Muttra City	B. & C. I.		
		Barilly City	B. & C. I. & O. & R.	1	1
		Barilly District	B. & C. I.		
		Shahjahanpur District	O. & R.		
		Shahjahanpur City	O. & R.		
		Budann District	O. & R.		
	Kashmir	Bijnor Town	O. & R.		
		Bijnor District	O. & R.		
		Naini Tal	O. & R.		
		Gashwal District	O. & R.		
TOTAL				38	35

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
PUNJAB	Jullundur	Ludhiana District	N. W.	9	10
		Jullundur "	"	"	"
		Jullundur City	"	22	20
		Hoshiarpur District	"	406	350
		Ferozepur "	N. W.	"	"
		Kangra "	"	"	"
	Lahore	Amritsar City	N. W.	7	6
		Amritsar District	"	65	51
		Gurdaspur "	"	25	25
		Lahore "	"	32	52
		Lahore Municipality	"	11	5
		Gujranwala District	"	91	91
		Sialkot "	"	17	16
		Montgomery "	"	"	"
	Rawalpindi	Rawalpindi District	N. W.	1	1
		Gujrat "	"	10	10
		Shahpur "	"	55	19
		Jhelum "	"	5	8
	Multan	Jhang "	"	"	1
		Multan "	"	"	"
		Mianwali "	"	"	"
	Delhi	Gurgaon "	B., B. & C. I. "	"	"
		Delhi "	E. I., O. & R., B., B. & C. I., & N. W.	"	"
		Hissar "	B., B. & C. I. & N. W.	"	"
		Karnal "	E. I.	4	3
		Simla "	S. K.	"	"
		Amballa "	N. W. & E. I.	3	2
		Rohtak "	N. W.	"	"
		Patiala City	Rajpura-Bhatinda (N. W. By.)	"	"
		Patiala State	N. W., E. I., B., B. & C. I. & J. B.	"	"
		Kapurthala State	N. W.	"	"
		Kalsia State	E. I.	"	"
		Jind "	N. W. & B., B. & C. I.	"	"
		Nabha "	"	"	"
			Total.	791	681
CENTRAL PROVINCES (including Benar)	Nerbudda	Burhanpur Town	"	"	"
		Nimar District	G. I. P. & B., B. & C. I. "	"	"
		Hoshangabad Town	"	"	"
		Hoshangabad District	"	"	"
		Narsingpur Town	"	"	"
		Narsingpur District	"	"	"
		Chhindwara "	B. N.	"	"
		Khandwa Town	B., B. & C. I. & G. I. P.	"	"
		Betul District	"	"	"

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
CENTRAL PROVINCES (including Berar).	Nagpur	Nagpur City	B. N. & G. I. P.	...	...
		Nagpur District	"	...	...
		Wardha Town	G. I. P.	...	...
		Wardha District	"	...	...
		Chanda "	"	...	...
		Bhandara Town	B. N.	...	...
		Bhandara District	"	...	...
		Balaghat "	"	...	...
	Jubbulpore	Balaghat Town	E. I. & G. I. P.	...	...
		Jubbulpore Town	"	...	...
		Jubbulpore District	E. I. & G. I. P.	...	...
		Damoh Town	G. I. P. (I. M. Sec.)	...	...
		Damoh District	" ( " )	...	...
		Saugor Cantonment	" ( " )	...	...
		Saugor Town	" ( " )	...	...
		Saugor District	" ( " )	2	...
		Seoni District	B. N.	...	...
		Mandla "	"	...	...
	Chhattisgarh	Bilaspur Town	"	...	...
		Bilaspur District	"	...	...
		Raipur "	"	...	...
		Sambalpur "	"	...	...
		Akola District	G. I. P.	...	...
		Buldana "	"	...	...
		Wan "	"	...	...
		Basim "	"	...	...
		Amruti "	G. I. P.	...	...
		Ellichpur "	"	...	...
		Ycetmal "	"	...	...
		TOTAL		4	1
MYSORE STATE.		Bangalore City	S. M. & Madras	...	...
		Bangalore Civil and Military Station	"	17	11
		Bangalore District	"	129	83
		Mysore City	"	4	1
		Mysore District	" & Madras	125	82
		Kolar "	Madras and S. M.	42	36
		Kolar Gold Fields	"	13	9
		Tumkur District	S. M.	2	2
		Shimoga "	"	49	36
		Chitaldrug "	"	19	16
		Hodur "	"	11	11
		Hassan "	"	7	6
		TOTAL		413	296



Presidency or Province	Division	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
HYDRABAD STATES		Arrangabad District	N. G. S.		
		Bir			
		Hyderabad	N. G. S.		
		Indor			
		Umanabad	G. I. P. & Barri		
		Lingnagar	S. M.		
		Parbhani	N. G. S.		
		Baichor	G. I. P. & Madana	7 (a)	3 (a)
		Gulbarga	G. I. P. & N. G. S.	25 (a)	25 (a)
		Nander	N. G. S.		
TOTAL				32	28
CENTRAL INDIA.		Indore City	B., B. & C. I.		
		Indore State			
		Ujjain City			
		Gwalior "			
		Gwalior State	B., B. & C. I., G. I. P.		
		Dhar "	G. I. P. (I. M. Sec.) & Gwalior		
		Pathari State	G. I. P. (I. M. Sec.)		
		Bhopal City			
		Bhopal State	G. I. P.		
		Mhow Cantonment	B., B. & C. I. (Rajputana-Majwa)		
		Nimach "			
		Indore Roadway			
		Rutlam City	B., B. & C. I.		
		Rutlam State			
		Dewas Town			
		Dewas State	G. I. P.		
		Narsingarh State			
		Guaranteed Holdings (Malwa Agency)			
		Tonk State (portion in Central India)	G. I. P.	1 (b)	1 (b)
		Sohore "			
		Sailana "	B., B. & C. I.		
		Piploda District			
		Bagli State			
		Jhabun "	B., B. & C. I.		
		Jaura "			
		Jaura Town			
		Agas Military Station			
		Manpar			
		Sitaman State			
		Rajgarh "			
		Kurwai "			
TOTAL				1	1
RAJPUTANA		Abu Road			
		Ajmer District	B., B. & C. I.		
		Mewar State		1 (c)	
		Partabgarh State		5 (b)	1 (b)
		Chitor (Udaipur State)		2 (b)	1 (b)
		Tonk State	B., B. & C. I.		
		Marwar "	J. B.		
		Jaipur "	C. I.		

(a) Figures for the period from 28th June to 4th July 1904.

(b) Figures for week ending 2nd July 1904.

(c) Figures for week ending 2nd July 1904. Imported.

Residency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Plague seizures.	Plague deaths.
AJMER		Kishangarh Town	C. L.					
		Bikanir State	J. B.					
		Jhallowar "	}					
		Kotah State						
		Sirohi "	B., B. & C. I.					
		Shahpura State	B., B. & C. I.					
		Alwar "						
		Banawara Town						
		Bharatpur State						
			Total				8	2
KASHMIR		Hamirpur-Sidhan (Akhnur Tahsil) ...						
		Jammu City ...						
		Jammu Province	N. W.					
		Kashmir Province					1	
		Srinagar District						
		Srinagar City						
		Total					1	
N.-W. F. PROVINCE.		Abbottabad Town						
		Hazara District						
		Peshawar Town						
		Peshawar District						
		Total						
BALUCHIS- TAN.		Bonmiani						
		Hirok	N. W.					
		Sibi						
		Total						
		GRAND TOTAL					2,414	1,919

H. H. RISLEY,  
Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Rainfall summary for the seven days ending at 8 a.m. on Thursday, the 14th July 1904, based on the India Daily Weather Reports of the period.**

As was the case last week the most important feature of the weather has been a cyclonic storm which progressed westward from the head of the Bay to eastern Rajputana. During its existence heavy rain fell over a large part of the country but on its filling up, during the 11th, the barometer rose, the monsoon currents fell off on both sides of India and the rainfall became light and scattered.

The Bay monsoon gave daily rain to Burma. The rainfall was heavy on the coast where falls of from 3" to 5" in twenty-four hours were recorded and was moderate inland, the heaviest fall in Upper Burma having been 3.65" at Mandalay on the 12th. Bengal and Assam received general rain on the 8th, 9th and 10th and on the 14th, but during the three intervening days the fall was scattered and generally light. The heaviest rainfall in this area occurred on the 8th when the depression noticed above lay over south-west Bengal and Calcutta reported a fall of 6.23" and Jessore of 4.85".

In northern India fairly general rain was received on the 8th, 9th and 10th when the principal amounts were 2.94" at Agra and 2.06" at Meerut on the 8th; 1.74" at Simla and 1.42" at Agra on the 9th; and 2.49" at Cawnpore and 1.21" at Mainpuri on the 10th, but after the latter date, except on and near the hills, where heavy showers continued, the rain took off and was very light till the close of the week. As mentioned above the storm to which this rainfall was due broke up over east Rajputana so that the North-West Dry area received only a few light scattered showers during the week.

The Arabian Sea monsoon current occasioned daily moderate rain along the West Coast, but hardly any rain was received over Gujarat, moderate showers only over south India and the East coast and light showers over the Deccan.

The rainfall over the central parts of the country, *viz.*, the Satpuras and the Central India plateau was mainly due to the cyclonic storm and was heavy over some portions of this area between the 8th and the 11th. The following were the principal amounts—on the 8th 3.27" at Kotah, 2.85" at Ranchi, and 2.78" at Hazaribagh; on the 9th 3.91" at Chaibassa, 3.65" at Nowgong and 2.77" at Ranchi; on the 10th 11.20" at Saugor, 6.73" at Pachmarhi and 4.32" at Hoshangabad and on the 11th 5.25" at Kotah and 2.17" at Saugor.

The rainfall table shows that the average actual rainfall of the week ranged from 0.02" in the Lahore subdivision, 0.08" in the Rajkot subdivision, and 0.11" in the North-West Dry area to 6.50" in the Jubbulpore subdivision, to 8.51" in the Jhansi subdivision and to 12.71" in the Burma coast division. The week's rainfall was heavier than usual over Burma, the Delta of Bengal, the Cawnpore, Ranchi, Jubbulpore, Jhansi, Jaipur subdivisions and the south India and East coast (south) divisions while it was lighter than usual in all other places. The excess was considerable in most of the above mentioned divisions and subdivisions, but especially so in the Jhansi subdivision where the average actual fall amounted to 8.51", the average normal fall being 3.26". On the other hand where the rainfall was short the deficiency was as marked as the excess in the regions of heavy rain. Thus in the Lahore subdivision only 0.02" fell instead of 1.99", in the Ahmedabad subdivision 0.10" instead of 3.69", in the Rajkot subdivision 0.08" instead of 2.19" and in the Bombay subdivision 2.01" instead of 8.51".

The seasonal rainfall to date is more or less deficient over a large part of northern India and normal or in excess over the central parts of the country and the Peninsula.

RAINFALL DIVISION WITH REPRESENTATIVE STATION.	Rainfall subdivision named after representative station.	RAINFALL DATA FOR WEEK ENDING ON 14TH JULY 1904.			RAINFALL DATA FROM 10TH APRIL 1904 TO 14TH JULY 1904.			SEASONAL PERCENTAGE DEPARTURE FROM NORMAL.	
		Average actual rainfall.	Average normal rainfall.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect in inches.	This week.	Last week.
		Inches.	Inches.	Inches.	Inches.	Inches.			
1. Burma Coast (Rangoon)	...	12.71	7.63	+5.08	77.93	61.13	+16.80	+27	+22
2. Burma Wet (Bhamo)	...	3.67	2.93	+0.74	26.37	23.61	+2.76	+12	+10
3. Burma Dry (Mandalay)	...	2.28	0.66	+1.62	12.53	11.88	+0.65	+5	+9
Delta of Bengal	{ Narayanganj	4.12	3.47	+0.65	35.05	37.63	-1.98	-5	-8
Brahmaputra Valley (Sibsagar)	{ Calcutta	4.76	2.56	+2.20	30.99	23.55	+7.44	+32	+25
	...	3.92	5.75	-1.83	45.00	60.07	-15.07	-25	-24
6. Himalayas and Sub-Himalaya, East.	{ Dinajpur	2.78	5.98	-3.20	29.36	38.73	-9.37	-24	-49
	{ Darbhanga	1.75	2.48	-0.73	13.32	16.58	-3.26	-20	-16
	{ Bahraich	1.38	3.02	-1.64	13.32	14.45	-1.12	-8	+5
7. Indo-Gangetic Plain, East	{ Burdwan	1.51	2.71	-1.20	21.09	22.41	-1.32	-6	-1
	{ Patna	2.23	2.58	-0.36	15.53	13.99	+1.54	+11	+17
8. Himalayas and Sub-Himalaya, West.	{ Simla	2.47	2.95	-0.48	10.51	14.23	-3.72	-26	-29
	{ Ludhiana	2.05	2.96	-0.91	7.96	11.72	-3.76	-32	-39
	{ Cawnpore	3.42	2.23	+1.19	7.92	9.64	-1.72	-18	-39
Indo-Gangetic Plain, West	{ Lahore	0.02	1.99	-1.97	4.15	7.16	-3.01	-42	-20
9. N.-W. Dry Area (Bikaner)	...	0.11	0.81	-0.70	1.01	2.79	-1.78	-64	-55
10. Baluchistan (Quetta)	...	0	0.12	-0.12	0.24	0.62	-0.38	-61	-52
11. East Coast, North	{ Waltair	1.23	1.43	-0.20	11.94	9.44	+2.50	+26	+34
	{ Cuttack	1.92	2.25	-0.33	20.16	20.04	+0.12	+1	+3
	{ Ranchi	5.02	3.48	+1.54	29.72	19.36	+10.36	+54	+56
East Satpuras	{ Raipur	0.48	4.12	-3.64	16.11	16.38	-0.27	-1	+27
	{ Jubbulpore	6.50	4.54	+1.96	12.57	18.23	-5.66	-31	-56
14. Central India Plateau	{ Jhansi	8.51	3.26	+5.25	15.23	14.13	+1.10	+8	-38
	{ Jaipur	2.16	2.04	+0.12	6.48	6.41	+0.07	+1	-1
	{ Indore	1.33	2.72	-1.39	9.31	12.07	-2.76	-23	-15
15. West Coast	{ Calicut	5.41	5.61	-0.20	58.22	45.26	+12.96	+29	+33
	{ Bombay	2.01	8.51	-6.50	58.76	46.44	+12.32	+27	+50
	{ Ahmedabad	0.10	3.69	-3.59	6.10	15.05	-8.95	-59	-47
16. Gujarat	{ Rajkot	0.08	2.19	-2.11	5.53	7.67	-2.14	-28	-1
17. West Satpuras (Akola)	...	0.27	2.55	-2.28	9.58	11.19	-1.61	-14	+8
18. Deccan	{ Bellary	0.20	0.91	-0.71	5.89	6.09	-0.20	-3	+10
	{ Bijapur	0.18	1.49	-1.31	9.88	9.49	+0.39	+4	+21
	{ Hyderabad	0.23	1.41	-1.18	8.85	7.09	+1.76	+25	+52
19. South India	{ Mysore	1.20	0.84	+0.36	13.69	8.91	+4.78	+54	+55
	{ Madura	0.63	0.45	+0.18	7.63	5.99	+1.66	+28	+27
20. East Coast South (Madras)	...	0.86	0.45	+0.41	4.32	3.61	+0.71	+20	+9

W. L. DALLAS,

for Meteorological Reporter to the Government of India  
and Director General of Indian Observatories.

J. WILSON,

Secretary to the Government of India.

SIMLA:

The 14th July, 1904.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,  
9th July 1904.

**Madras.**—The rainfall of the week was good in parts of the Circars, the West Coast and on the hills, but light elsewhere. Irrigation supplies are sufficient except in parts of the Deccan and Salem. Ploughing, sowing and transplanting are in progress in parts. The standing crops are in good condition. Harvests continue in parts with fair to normal outturn. Pasture is scanty in parts of Kistna, Chingleput, Madura and the Deccan. Fodder is procurable. The condition of cattle is good. Prices are almost stationary.

**Bombay.**—There was heavy rain during the week in parts of Ahmedabad, the Konkan, Nasik, Poona, Satara, Belgaum and Rajkot; good in parts of Thar and Parkar, the Panch Mahals and Wadhwan; moderate in parts of Kaira, Broach, Khandesh and Dharwar; slight in parts of Ahmednagar and Baroda; and very slight in parts of Karachi, Hyderabad, the Upper Sindh Frontier, Sholapur and Bijapur. Sowing of autumn crops is generally in progress, but is retarded for want of sufficient rain in parts of Larkana, Surat, Ahmednagar, Poona, Sholapur, Bijapur and Belgaum. Transplantation has commenced in Poona and Satara and continues in parts of Sindh and Konkan, but is retarded in parts of Larkana and Surat, owing to insufficient rain. Autumn seedlings have been damaged by locusts in parts of the Upper Sindh Frontier, Thana, Ratnagiri, Khandesh, Ahmednagar, Poona and Satara. The fodder-supply is sufficient. The water-supply is generally sufficient. Prices have fallen in three districts; risen in two districts; and are stationary elsewhere.

**Bengal.**—The rainfall during the week was general and in some places heavy. More rain is needed in Rajshahi, Dinajpur, Bogra, Mymensingh, Saran, Darbhanga, Purnea and Malda, and also in parts of Burdwan, Murshidabad and Bhagalpur. The standing crops have been damaged to some extent by excessive rain in the districts of Midnapore, Hooghly, Howrah, the 24 parganas and Hazaribagh. Prospects are otherwise good. Transplantation of winter rice continues. Fodder and water are generally sufficient. The price of common rice has risen in nine districts; has fallen in eight; and is stationary in the remainder.

**United Provinces.**—There was general rain throughout the Provinces during the week; the heaviest falls being confined to the Western Submontane, Upper and Central Doab, South-Eastern and Bundelkhand districts. More rain is, however, needed in places. Autumn sowings and weeding of sugarcane are in progress. The standing crops are flourishing. Locusts are reported to have appeared in one tahsil in Hamirpur, but no damage was done. Supplies are sufficient, and prices are almost stationary.

**Punjab.**—Good rain fell during the week in Delhi, Umballa, and in parts of Hissar, Ferozepore and Shahpur. Slight falls have also been reported from all other districts except Lahore and Mooltan. The price of wheat is rising in Hissar, Jullundur, Ferozepore, Amritsar, Shahpur, Rawalpindi and Mooltan. The prices of other food-grains are fluctuating. Wheat is being threshed and removed in parts of Mooltan. The extra spring crops are being harvested in a few districts. Ploughings for and sowings of autumn crops are in progress. More rain is wanted for unirrigated crops in several districts. The condition and prospects of extra spring and autumn crops are said to be good. The outturn of extra spring crops has been good in Shahpur. Cattle are generally in good condition throughout the Province. Fodder is said to be sufficient in all districts.

**North-West Frontier Province.**—Slight rain fell at Abbottabad and Kohat and some showers at Bannu during the week. Rain is urgently wanted everywhere. The water-supply in canals except in the Bara is sufficient in Peshawar, but has decreased in Dera, Ismail Khan. Fodder and food-grains are sufficient. Prices are slightly rising owing to drought, but are still low.

**Burma.**—The rainfall of the week was heavy in Arakan and the Tenasserim coast districts and in Bassein; slight in the dry region with none in Pakokku and Shwebo; and fair elsewhere. Reaping of dry weather paddy has been completed in the Myaing township, and is progressing in the Gangaw township of Pakokku and in Magwe, and that of early wet weather paddy has commenced in the Shwetachaung tract of Mandalay and in Sagaing and the Myittha township of Kyaukse. Ploughing and sowing of wet weather

paddy are making steady progress except in the lowlands of Thaton where ploughing had to be stopped entirely owing to the heavy rains. Transplanting has begun in Toungho and Katha. Sowing of sesamum and maize has been completed in Magwe and reaping of the former has commenced in Sagaing and the Myittha township of Kyaukse. The standing crops are on the whole doing well except in Myingyan, where they are failing for want of rain. Early sowing in the low lands of Thaton and Kyaikto sub-divisions of Thaton have been destroyed owing to heavy rains. The price of paddy has risen slightly in one district and has fallen slightly in four centres; elsewhere there is no change.

**Central Provinces.**—The rainfall of the week was good in the northern districts and Berar; moderate in Chhindwara, Betul, Balaghat, Bilaspur and Sambalpur; and light elsewhere. Sangor received 15 inches. More rain is needed in the Murwara and Sehora tahsils of the Jubbulpore district and in Chanda. A partial break in Raipur and Bilaspur is welcome. In the latter district some resowing was necessary where the rice plants had rotted. Sowings of cotton have almost been completed in the Nagpur country and germination is fairly good. Fodder and water are sufficient. Locusts continue to infest Nimar, Chanda, Akola, Amraoti, Basim, Ellichpur and Wun and have damaged young crops in Nimar, Akola, Basim and Ellichpur. In Nimar some resowing has been necessary. Prices are almost stationary. Those of wheat and gram show a tendency to rise in the northern districts.

**Assam.**—There was heavy rain in the Surma Valley during the week but light to moderate elsewhere. More rain is wanted in Upper Assam. Ploughing for and sowing of late rice; reaping of early rice; and plucking and manufacture of tea are in progress. Transplanting of late rice has commenced in places. Prospects of tea, sugarcane, and cotton are fair. Cutting of jute has commenced in Sylhet. The prospects of jute are fair in Sylhet and the Garo Hills, and poor in Goalpara. The early rice crop promises a fair outturn in all districts except Goalpara, Kamrup and Nowgong. Prices—common rice—Silchar, 17; Sylhet and Dhubri, 16; Tezpur 15; Gauhati and Sibsagar, 14; and Nowgong and Dibrugarh 13 seers per rupee.

**Mysore.**—There was good rain during the week in Hassan, Kadur and Shimoga. Prices are steady. The standing crops are in good condition. Cattle are healthy, except in parts of Mysore. Water and fodder are available.

**Coorg.**—Rainfall—Eleven inches 21 cents. Transplantation has commenced. Prices of food-grains are normal. Water and fodder are ample.

**Hyderabad.**—Rainfall—three inches 11 cents. Autumn sowings continue. Early rice sowings have commenced in parts. Preparation of lands is nearing completion. Prospects are good. Prices—wheat 14, rice 11, and *juar* 27½ seers per *halla* rupee.

**Rajputana.**—There was rain throughout the Rajputana Agency during the week, except in the Bikanir State. Maximum fall 7 inches 15 cents in Jhalrapatan; minimum 40 cents in Jaisalmer. Agricultural operations are satisfactory. Ploughing and sowing are in progress. Agricultural stock are in a satisfactory condition. Fodder is sufficient. Prices are rising in two States; falling in seven; and are steady elsewhere.

**Central India.**—There was no rain in Gwalior during the week but elsewhere it was general. The fall was insufficient in parts of Indore and sufficient in other places. Agricultural operations are in progress everywhere. The standing crops are in good condition in Malwa and Bhopawar and bad in parts of Indore. They have been slightly damaged by locusts in parts of Malwa and in Bhopawar. Young shoots in parts of Indore are being eaten up by locusts and insects. Agricultural stock and pasturage are generally good. Prices are normal in Gwalior, Indore, Bhopal and Baghelkhand; below normal in Malwa; rising in Dhar; but are stationary in Bhopawar and in Bundelkhand.

**Kashmir.**—The weather is bright and warm. Prices are stationary.

**Jammu.**—Slight rain fell throughout the Province during the week. Prices are fluctuating. Wheat sells from 14 to 26 and maize from 20 to 44 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient. Land is being prepared for autumn sowings. More rain is wanted to enable autumn sowings being commenced.

**Nepal.**—Rainfall 1.68 inches.—The weather has been warm with moderate rain. Transplanting of lowland rice continues. The standing crops are in good condition. The price of rice is 6½ seers per rupee.

J. WILSON,

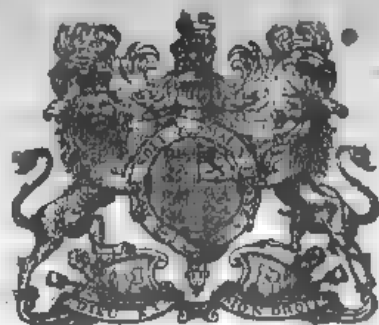
Secretary to the Government of India.

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SUPPLEMENT TO  
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No. 30.]

SIMLA, SATURDAY, JULY 23, 1904

**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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GOVERNMENT OF INDIA.

DEPARTMENT OF REVENUE AND AGRICULTURE.

**Rainfall summary for the seven days ending at 8 a.m. on Thursday, the 21st July 1904, based on the India Daily Weather Reports of the period.**

There have been no large or important changes of weather during the week under report. The monsoon currents though generally light or moderate have continued to give fairly general rain over a considerable part of the country, but there has been no extension of rain into Gujarat or the south of the North-West Dry area, though there has been an improvement in the rainfall over the Gangetic Plain and showers have fallen over the Punjab and the North-West Frontier Province.

The Bay monsoon gave daily rain to Burma. The fall was heavy on the Coast, normal in Lower Burma and lighter than usual in Upper Burma. Assam, Bengal, the east sub-Himalayas and the east Gangetic Plain received daily rain. The fall was generally normal or heavier than usual, the principal amounts in twenty-four hours having been as follows:—On the 15th 1.58" at Gorakhpur and 1.65" at Cherra Poonjee; on the 16th 4.48" at Gaya and 4.00" at Gauhati; on the 17th 2.58" at Gauhati and 2.34" at Jalpaiguri; on the 18th 2.94" at Gorakhpur and 2.93" at Gaya; on the 19th 3.28" at Patna and 2.94" at Cherra Poonjee; on the 20th 2.62" at Sibsagar and 2.31" at Burdwan and on the 21st 3.81" at Silchar and 1.94" at Darjeeling.

In the west sub-Himalayas, the west Gangetic Plain and the North-West Dry area the rainfall was much less general than in the more eastern divisions, but fairly heavy rain fell during the week, on and near the west Himalayas while good showers were received over the west Gangetic Plain, most generally on the 17th, 18th and 19th. Thus Allahabad reported 3.60" on the 15th, Dehra Dun 3.95" on the 18th, and Cawnpore 2.94" on the 16th.

The Arabian Sea monsoon current gave daily rain along the west coast, but the rainfall did not extend freely inland and the Deccan, south India and the east of the Peninsula received only light scattered showers. Nor did the current extend properly northward. Bombay received only 0.96" instead of the normal 6.08" during the week and Gujarat was practically rainless. The west Satpuras, the west of Central India and Rajputana were in but little better condition than Gujarat having generally received only light showers of less than 0.10"; but the east of Central India and the whole of the east Satpuras received good, and in some places heavy rain.

The rainfall table shows that the week's rainfall was generally normal or above the normal over Burma (except Upper Burma), Bengal, Assam, the east sub-Himalayas, the east Gangetic Plain and the Simla, Cawnpore, Ranchi, Jhansi and Calicut subdivisions, but was less than the average elsewhere. In Baluchistan, Gujarat and the Indore subdivision the week's rainfall was actually or practically *nil*.

The seasonal rainfall to date is more than 20% in defect of the normal in Assam, the Dinajpur, Ludhiana and Lahore subdivisions, the North-West Dry division, the Jubbulpore and Indore subdivisions and the Gujarat and west Satpuras divisions.

RAINFALL DIVISION WITH REPRESENTATIVE STATION.	Rainfall subdivision named after representative station.	RAINFALL DATA FOR WEEK ENDING ON 21ST JULY 1904.			RAINFALL DATA FROM 20TH APRIL 1904 TO 21ST JULY 1904.			SEASONAL PERCENTAGE DEPARTURE FROM NORMAL.	
		Average actual rainfall.	Average normal rainfall.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect in inches.	This week.	Last week.
		Inches.	Inches.	Inches.	Inches.	Inches.			
1. Burma Coast (Rangoon)	...	11'30	8'73	+2'57	89'23	69'86	+19'37	+28	+27
2. Burma Wet (Bhamo)	...	3'25	3'22	+0'03	29'62	26'83	+2'79	+10	+12
3. Burma Dry (Mandalay)	...	0'45	0'81	-0'36	12'98	12'69	+0'29	+3	+5
4. Delta of Bengal	{ Narayanganj	3'83	3'37	+0'46	39'48	41'00	-1'52	-4	-5
	{ Calcutta	1'76	2'46	-0'70	32'75	26'01	+6'74	+26	+32
5. Brahmaputra Valley (Sibsagar)	...	5'14	5'25	-0'11	54'14	65'32	-11'18	-23	-
6. Himalayas and Sub-Himalaya, East.	{ Dinajpur	4'87	4'75	+0'12	34'23	43'48	-9'25	-21	-24
	{ Darbhanga	4'68	2'56	+2'12	18'00	19'14	-1'14	-6	-20
	{ Bahraich	3'85	2'61	+1'24	17'18	17'06	+0'12	+1	-8
7. Indo-Gangetic Plain, East	{ Burdwan	6'93	2'81	+4'12	28'02	25'22	+2'80	+11	-6
	{ Patna	7'32	2'72	+4'60	22'85	16'71	+6'14	+37	+11
8. Himalayas and Sub-Himalaya, West.	{ Simla	4'13	2'76	+1'37	14'64	16'99	-2'35	-14	-26
	{ Ludhiana	1'60	2'64	-1'04	9'56	14'36	-4'80	-33	-32
9. Indo-Gangetic Plain, West	{ Cawnpore	2'89	2'69	+0'20	10'81	12'33	-1'52	-12	-18
	{ Lahore	1'28	1'57	-0'29	5'43	8'73	-3'30	-38	-42
10. N.-W. Dry Area (Bikaner)	...	0'46	0'72	-0'26	1'47	3'51	-2'04	-58	-64
11. Baluchistan (Quetta)	...	0	0'21	-0'21	0'24	0'83	-0'59	-71	-61
12. East Coast, North	{ Waltair	0'55	1'40	-0'85	12'49	10'84	+1'65	+15	+26
	{ Cuttack	1'50	2'97	-1'47	21'66	23'01	-1'35	-6	+1
13. East Satpuras	{ Ranchi	5'01	4'04	+1'57	35'33	23'40	+11'93	+51	+34
	{ Raipur	3'12	4'55	-1'43	19'23	20'93	-1'70	-8	-2
	{ Jabalpur	3'27	4'80	-1'53	15'84	23'03	-7'19	-31	-31
14. Central India Plateau	{ Jhansi	4'95	3'08	+1'87	20'18	17'21	+2'97	+17	+3
	{ Jaipur	0'15	1'80	-1'65	6'63	8'21	-1'58	-19	+1
	{ Indore	0'06	3'40	-3'34	9'37	15'47	-6'10	-39	-29
15. West Coast	{ Calicut	5'61	4'75	+0'86	63'83	50'01	+13'82	+28	+29
	{ Bombay	6'58	7'47	-0'89	65'34	53'91	+11'43	+21	+27
16. Gujarat	{ Ahmedabad	0'09	3'68	-3'59	6'19	18'73	-12'54	-67	-59
	{ Rajkot	0'09	2'25	-2'16	5'02	9'92	-4'90	-43	-28
17. West Satpuras (Akola)	...	0'53	2'42	-1'89	10'11	13'61	-3'50	-26	-14
18. Deccan	{ Bellary	0'76	0'77	-0'01	6'65	6'86	-0'21	-3	-3
	{ Bijapur	0'34	1'62	-1'28	10'28	11'11	-0'89	-8	+4
	{ Hyderabad	0'89	1'59	-0'70	9'74	8'68	+1'06	+12	+25
19. South India	{ Mysore	0'53	0'63	-0'10	14'22	9'54	+4'68	+49	+34
	{ Madras	0'28	0'43	-0'15	7'93	6'42	+1'51	+24	+28
20. East Coast South (Madras)	...	0'37	0'50	-0'13	4'69	4'11	+0'58	+14	+20

W. L. DALLAS,

for Meteorological Reporter to the Government of India  
and Director General of Indian Observatories.

J. WILSON,

Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,  
16th July 1904.

**Madras.**—The rainfall of the week was good in parts of the Carnatic, the Central and the West Coast districts and on the hills, but light elsewhere. Irrigation supplies are sufficient, except in parts of Godavari, Kurnool, Salem and Madura. Ploughing, sowing, and transplanting are in progress in parts. The standing crops are in good condition. Harvests continue in parts with fair to normal outturn. Pasture is scanty in parts of Kistna, Madura and the Deccan. Fodder is procurable. The condition of cattle is good. Prices are almost stationary.

**Bombay.**—There was heavy rain during the week in parts of Kanara; good in parts of Thana, Kolaba, Ratnagiri and Nasik; slight in parts of Ahmedabad, Kaira, the Panch Mahals, Surat, Poona, Belgaum, Dharwar and Baroda; and very slight in parts of Khandesh, Ahmednagar, Sholapur, Satara, Bijapur, Rajkot and Wadhwan. Water is deficient in canals in Sind. Sowing of autumn crops is generally in progress, but is retarded for want of sufficient rain in parts of Kaira, Surat, the Deccan and the Carnatic. Transplantation has commenced in parts of Nasik and Belgaum, and continues in parts of Sind, the Konkan, Poona and Satara, but is retarded in parts of Thana and Ratnagiri, owing to insufficient rain. Autumn seedlings have been damaged by locusts in parts of the Upper Sind Frontier, Thana, Khandesh, Ahmednagar, Poona and Satara; and by insects in parts of the Upper Sind Frontier and Bijapur. The fodder-supply is sufficient. The water-supply is generally sufficient. Prices have fallen in three districts; risen in two districts; and are stationary elsewhere.

**Bengal.**—The rainfall during the week was general but was insufficient in some places. Rajshahi, Dinajpur, Bogra, Mymensingh, Saran, Muzaffarpur, Darbhanga, Purnea, and Malda continue to be in need of more rain. Rain is also needed in parts of Burdwan, Murshidabad and Bhagalpur. The districts of Midnapore, Hooghly and Howrah are still suffering from the effects of the heavy rain during the last week. Crops are reported to have been somewhat damaged by floods in the Basirhat sub-division of the 24 Parganas and in the districts of Cuttack and Balasore. Transplantation is going on, but is retarded in some districts for want of sufficient rain. Prospects are on the whole fair. Fodder and water are generally sufficient. The price of common rice has risen in sixteen districts, has fallen in eight and is stationary in the remainder.

**United Provinces.**—Rain has been general during the week. Three districts received over 6 inches, while in others the fall averaged from 27 cents to over 5 inches. More rain is needed in places. Autumn sowings and weeding of sugarcane continue. The standing crops are doing well. The early sown crops have germinated. Locusts passed through the Aligarh and Jalaun districts, but no damage was done. Supplies and fodder are sufficient. Prices are almost stationary with a tendency to rise.

**Punjab.**—Rain has fallen in Umballa, Jullundur, Lahore, Rawalpindi and in parts of Sialkot and Shahpur. Slight showers have also been reported from parts of Hissar, Delhi, Ferozepore and Amritsar. The price of wheat is falling in Hissar and Rawalpindi, and rising in Delhi, Jullundur, Ferozepore and Sialkot. The prices of other food-grains are fluctuating. The extra spring crops are being removed in Lahore and have nearly been harvested in Amritsar. Ploughing for and sowings of autumn crops continue. Sugarcane and cotton crops are being irrigated in Lahore. More rain is wanted for further

sowings of autumn crops on unirrigated lands. The condition and prospects of the standing crops are generally good. The outturn of extra spring crops is good in Shahpur. The cotton crop has been damaged by an insect called "Toka" in Sialkot and Shahpur. Locusts appeared in parts of Mooltan, but did no damage. Cattle are generally in good condition throughout the Province. Fodder is said to be sufficient in all districts.

**North-West Frontier Province.**—Rainfall—three inches in Hazara, one inch in Peshawar and showers in other districts where more rain is still required. The cultivation of autumn crops is in progress. The prospects of the standing crops are fair. There is sufficient water in the canals and abundant inundations in Dera Ismail Khan and the Bara River in Peshawar. Stocks of food-grains are ample and fodder is procurable. Prices are rising slightly but continue low.

**Burma.**—The rainfall of the week was heavy in the Tenasserim division and moderate elsewhere. In Sagaing there was no rain. Ploughing for wet weather paddy has been completed in Maubin and Toungoo and in the Thabaitkyin sub-division of the Ruby Mines district. Agricultural operations are retarded in Amherst and suspended in Thaton, owing to floods but are progressing favourably in most other districts. Reaping of dry weather paddy has been finished in Minbu and that of early wet weather paddy has commenced in the Southern Shan States. Sowing of early sesamum and cotton is over in Myingyan. Sowings of sesamum and maize have been restricted owing to excessive rain in the Taungdwyngyi township of Magwe. The crops are withering in parts of the Shwebo and Kinu townships of the Shwebo district and in the Myang and Pauk townships of the Pakokku district for want of rain. More rain is also required in parts of Yamethin and Myingyan. Prospects on the whole continue good. The price of paddy has risen considerably in Minbu and fallen considerably in Prome and slightly in four districts. In other centres there is no change.

**Central Provinces.**—Light to moderately heavy rain has fallen during the week. The heaviest fall  $7\frac{1}{2}$  inches was in Sambalpur. More rain is required for the transplantation of rice in the Sihora tahsil of the Jubbulpore district, and in Seoni, Nagpur, Bhandara, and Balaghat; while a break is urgently needed in Sambalpur where heavy rain has impeded the growth of rice. Transplanting of rice and thinning operations have commenced in Chhattisgarh. Autumn sowings continue and germination has been generally successful. The weeding of cotton has commenced in the principal cotton growing districts of Nimar, Wardha, Nagpur, Akola, Buldana, Ellichpur and Wun. Locusts continue to infest Hoshangabad, Nimar, Betul, Chhindwara, Wardha, Nagpur, Chanda and the Berar districts, and are reported to be causing slight damage to autumn seedlings in parts of Nimar, Buldana and Ellichpur. There has been a sharp rise in the price of gram in Mandla from 35 to 30 seers, while it has fallen by 14 per cent. in Narsingpur and Betul; elsewhere prices have fluctuated but slightly.

**Assam.**—There was heavy rain during the week in Cachar, Kamrup and the Naga Hills and light to moderate rain elsewhere. More rain is wanted in Goalpara, Upper Assam, the Khasi and Jaintia Hills and the Lushai Hills. Ploughing for and transplanting of late rice; reaping of early rice; and plucking and manufacture of tea are in progress. Prospects of tea and sugarcane are generally fair. Prospects of jute are fair in Sylhet and the Garo Hills and poor in Goalpara. Early rice promises a fair outturn in all districts, except Goalpara, Kamrup and Nowgong. Prices—common rice—Silchar, 17; Sylhet and Dhubri, 16; Gauhati and Tezpur 14; Nowgong and Dibrugarh 13 seers per rupee.

**Mysore.**—There was slight rain throughout the Province during the week. Prices are steady. The standing crops are in good condition. Prospects of the season are good. Cattle are healthy, except in parts of Mysore and Chitaldrug. Water and fodder are available.

**Coorg.**—Rainfall—five inches 39 cents. Transplanting of rice continues. The prices of food-grains are normal. Water and fodder are ample.

**Hyderabad.**—Rainfall—27 cents. Autumn and early rice sowings continue and more lands are being prepared. Prices—wheat 13½, rice 11, and *juar* 28 seers per *halli* rupee.

**Rajputana.**—There was rain throughout the Rajputana Agency during the week, except in the Jaisalmer and Mewar States. The maximum fall was 8 inches 70 cents in Jhalrapatan; and the minimum 23 cents in Bikanir. Agricultural operations are satisfactory. Ploughing and sowing for autumn crops are in progress. Agricultural stock are in a satisfactory condition. Fodder is sufficient. Prices are rising in five States; falling in two; and are steady elsewhere.

**Central India.**—The rainfall of the week was general and sufficient everywhere. Agricultural operations are in progress throughout the Agency. The crops are in good condition in Malwa and Bhopawar and fair in Indore. They have been slightly damaged by locusts in parts of Indore, Malwa and Bhopawar. Agricultural stock and pasturage are generally good, but cattle are suffering in parts of Indore. Prices are normal in Gwalior, Indore, Bhopal and Baghelkhand; low in Malwa; rising in Dhar; and stationary in Bhopawar and Bundelkhand.

**Kashmir.**—The weather was bright and warm except on one day of the week when there was rain. Prices are stationary.

**Jammu.**—Some rain fell during the week in parts of the Province. Prices are fluctuating. Wheat sells from 12 to 24 and maize from 20 to 34 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient. The cotton and sugarcane crops are in good condition. Land is being prepared for autumn sowings.

**Nepal.**—Rainfall 2·46 inches.—The weather has been cloudy and cool. Transplanting of lowland rice is finished. The standing crops are doing well. The price of rice is 6½ seers per rupee.

J. WILSON,

Secretary to the Government of India.

GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

SANITARY.  
PLAGUE.

*Simla, the 21st July, 1904.*

The following statement of plague seizures and deaths reported in India, during the week ending the 16th July 1904, is published for general information :

Presidency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SIND.	Northern.	Bombay City	B., B. & C. I. & C. I. P.	48	45
		Dholera Port	B.		
		Ahmedabad City	B., B. & C. I.		
		Gogha Port			
		Ahmedabad District	B., B. & C. I. & B. G. J. P.		
		Broach Port			
		Broach District			
		Panch Mahals District			
		Mahikantha State			
		Kaira District		11	4
		Rowakantha State			
		Mular Port		4	2
		Surat Town and Port		2	2
		Surat District		87	59
		Jhama Port			
		Bandra Port	B., B. & C. I.	8	6
		Utari			
		Vasava			
		Kolva			
		Prombay	G. I. P.		
		Tarapur	B., B. & C. I.		
		Mazori			
		Mahim			
		Dharna			
		Bhiwadi	G. I. P.		
		Agashi	B., B. & C. I.		
		Shirgaon			
		Bassein			
		Kalyan	G. I. P.	7	7
		Thana		4	2
		Umbergaon Port	B., B. & C. I.		
		Kon			
		Thana District	G. I. P. & B., B. & C. I.	3	1
	Central.	Ahmednagar District	Dhond and Maunad (G. I. P.)		
		Khandesh	B., B. & C. I. & G. I. P.	7	
		Nasik	G. I. P. & N. G.	15	4
		Poona City	S. M. & G. I. P.	1 (a)	
		Poona District	S. M. & G. I. P.	3	2
		Satara	S. M.	50	38
		Sholapur Town	G. I. P.		
		Sholapur District	G. I. P., S. M. & Barai	25	19

(a) Figures for week ending 9th July 1904.

Presidency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SIND.	Southern.	Ailbag Port		114	004
		Paavol "		3	2
		Fahol "		110	111
		Boha "		002	002
		Bewdanda "		110	110
		Kolaba District	G. I. P.	18	18
		Ratnagiri Port		010	010
		Vizadrag "		011	009
		Harnal "		010	009
		Bejapur "		010	009
		Vengurla "		010	009
		Jaltapur "		010	009
		Dabhal "		010	009
		Jaigad "		010	009
		Deogad "		010	009
		Ratnagiri District		010	009
		Belgaum "	S. M.	400	268
		Dharwar District		272	164
		Karwar Port		010	009
		Akola "		010	009
		Kutch "		010	009
		Savantvadi State		010	009
		Bijapur District	S. M. & G. I. P.	230	155
		Kanara "		3	1
	Mnd.	Katachi Town and Port	N. W.	1	1
		Katachi District		010	009
		Hyderabad Town		010	009
		Hyderabad District		010	009
		Thar and Parkar District	J. D.	010	009
		Larkhana "	N. W.	010	009
		Sukkar District		010	009
		Khairpur State		010	009
	Political charges.	Aundh State		010	009
		Tuna Port		010	009
		Mandvi "		010	009
		Mundra "		010	009
		Jakau "		010	009
		Cutch State		1	1
		Cambay "	B. E. & O. I.	3	3
		Savapur "		010	009
		Bhor "		010	009
		Porbandar Port	B. G. J. P.	010	009
		Jamnagar Town and Port		010	009
		Dhavanagar Town and Port	B. G. J. P.	010	009
		Mongrol Port		010	009
		Jodia Port		010	009
		Salaya "		1 (b)	4 (b)

(b) Figures for week ending 9th July 1904.



Residency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.		
BOMBAY PRESIDENCY AND SINDH.	Political charges.	Jafra Port		4 (h)	2 (h)		
		Veraval "					
		Vavanla "					
		Kathiawar State	B. B. & C. L., Morvi & B. G. J. P.	89 (h)	31 (h)		
		Kolhapur Town	S. M.	7	3		
		Kolhapur and Southern Mahratta Country	S. M.	221 (g)	144 (g)		
		Sachin State	B. B. & C. L.				
		Dharampur "					
		Srivardhan Port					
		Marud "			4		
		Barimandla "					
		Nandgaon "					
		Janjira "					
		Janjira State					
		Velan Port					
		Billimora "	B. B. & C. L.	2	5		
		Kodinar "		3	3		
		Baroda City	B. B. & C. L.				
		Baroda State		24	29		
		Jath "					
		Bijapur State	S. M. & G. I. P.				
		Surat "	B. B. & C. L.	8	5		
		Aden					
		TOTAL				1,551	1,018
		MADRAS PRESIDENCY.		Salem Town	Madras		
				Salem District		17 (c)	19 (b)
Bury Cantonment	S. M.						
Bollary Town							
Bollary District	& Madras			47 (d)	41 (b)		
Coimbatore Town	Madras			2	1		
Coimbatore District	Madras, S. I. & Nilgiri			161 (d)	103 (j)		
Nilgiris "	Madras			1	1		
North Arcot "	S. I. & Madras			10 (b)	9 (b)		
South Arcot District							
Cuddalore Port							
Tinnevely District							
Mylapore "	Madras				1 (f)		
Cuddalore "	S. I. & Madras						
Mangalore Port				10			
Ermala "							
South Canara District							
Madras City	Madras and S. I.						
Chingleput District	S. I. & Madras			2 (f)	3 (h)		
Godavari "	Madras						
Tanjore "	S. I.						
Anantapur "	Madras, S. I. & S. M.						
Madura "	S. I.						
Kistna "							
Cochin State							
TOTAL				250	183		

(b) Two imported cases.

(c) Five " " "

(d) Three " " "

(f) Imported case.

(g) Figures for 2 weeks ending 16th July 1904.

(h) For week ending 9th July 1904.

(i) Twelve imported cases.

(j) Ten imported cases.

(k) Imported cases.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY.	Presidency	Calcutta	E. I., E. R. S. & B. N.	6	5
		Nadia District	E. R. S. & B. C. & B. K.	1	1
		24 Parganas District	E. R. S., B. C. & E. I.	1	1
		Khulna	B. C.	1	1
	Bardwan	Midnapore District	B. N. R.	2	2
		Howrah Town	H. N. & H. A.	2 (a)	2 (a)
		Howrah District	E. I., B. N. & H. A. & H. S.	1 (b)	1 (b)
		Burdwan	"	1	1
	Patna	Birbham	"	1	1
		Champaran District	B. & N. W.	1	1
		Chapra Town	"	1	1
		Saran District	"	55	43
		Gaya Town	E. I.	1	1
		Gaya District	"	1	1
		Mazaffarpur District	B. & N. W.	25	19
		Mazaffarpur Town	"	1	1
		Darbhanga District	"	1	1
		Shahabad District	E. I.	7	4
	Bhagalpur	Patna City	"	47	47
		Patna District	"	32	16
		Monghyr Town	"	6	6
		Monghyr District	"	1	1
	Chota Nagpur	Bhagalpur Town	"	1	1
		Bhagalpur District	" & B. & N. W.	1	1
	Orissa	Sonthal Parganas District	"	1	1
		Palamanu District	"	1	1
	Orissa	Cuttack District	B. N. R.	100	100
			TOTAL	171	146
UNITED PROVINCES.	Allahabad	Allahabad City	E. I.	1	1
		Allahabad District	" & O. & R.	1	1
		Cawnpore City	E. I., O. & R., B., B. & C. I., & G. I. P. (I. M. Sec.)	1	1
		Cawnpore District	"	1	1
		Fatehpur	E. I.	1	1
		Bandu District	G. I. P. (I. M. Sec.) & E. I. R.	1	1
		Jhansi City	" ( )	1	1
		Jhansi District	" ( )	1	1
	Benares	Hamirpur	" ( )	1	1
		Jalau	" ( )	1	1
		Benares Cantonment	B. & N. W. & O. & R.	1	1
		Benares City	"	1	1
		Benares District	B. & N. W., O. & R., & E. I.	1	1
		Dalla	B. & N. W.	24	24
		Jaunpur City	O. & R.	1	1
		Jaunpur District	" & B. & N. W.	1	1
		Ghazipur	E. I. & B. & N. W.	17	10
		Mirzapur City	E. I.	1	1
		Mirzapur District	" & O. & R.	1	1

(a) Including 1 case of week ending 8th July 1904.

(b) Figures for week ending 9th July 1904.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Fyzabad	Bahraigh District	B. & N. W.	...	...
		Gonda	B. & N. W.	...	...
		Partabgarh	O. & R.	...	...
		Sultaupur	B. & N. W.	...	...
		Ajodhia	B. & N. W.	...	...
		Fyzabad City	B. & N. W.	...	...
		Fyzabad District	B. & N. W.	...	...
		Rara Banki Town	B. & N. W.	...	...
	Gorakhpur	Rara Banki District	B. & N. W. & O. & R.	...	...
		Awangarh City	B. & N. W. & O. & R.	...	...
		Awangarh District	B. & N. W. & O. & R.	...	...
		Gorakhpur City	B. & N. W.	...	...
		Gorakhpur District	B. & N. W.	...	...
		Basel District	B. & N. W.	...	...
		Meerut City	N. W.	...	...
		Meerut Cantonment	N. W.	...	...
	Meerut	Meerut District	N. W., O. & R. & E. I.	...	...
		Muzaffarnagar City	N. W.	...	...
		Muzaffarnagar District	N. W.	...	...
		Aligarh	E. I. & O. & R.	...	...
		Saharanpur City	O. & R. & N. W.	...	...
		Saharanpur District	O. & R. & N. W.	...	...
		Hardwar Union	E. I. & O. & R.	...	...
		Roorkee Town	E. I. & O. & R.	...	...
	Lucknow	Rohaudshahr District	B. & N. W. & O. & R.	...	...
		Dehra Dun	O. & R. & B. & N. W.	1	1
		Unao District	B. & N. W. & R. K.	...	...
		Lucknow City	B. & N. W. & R. K.	...	...
		Lucknow District	B. & N. W. & R. K.	...	...
		Hardoi	O. & R.	...	...
		Bao Bareli	R. K.	...	...
		Sitapur	R. K.	...	...
	Agra	Khori	E. I.	...	...
		Etawah City	E. I.	...	...
		Etawah District	E. I.	...	...
		Fatehgarh	B. B. & C. I.	...	...
		Farrakhabad Town	B. B. & C. I.	...	...
		Farrakhabad District	B. B. & C. I.	...	...
		Mainpuri	E. I.	...	...
		Agra City	B. B. & C. I., G. I. P. & E. I.	...	...
	Bohilkhand	Agra District	B. B. & C. I., G. I. P. & E. I.	...	...
		Etah	B. B. & C. I., G. I. P. & E. I.	...	...
		Muttra	B. B. & C. I., G. I. P. & E. I.	...	...
		Muttra City	B. B. & C. I., G. I. P. & E. I.	...	...
		Bareilly City	B. & K. & O. & R.	...	...
		Bareilly District	B. & K. & O. & R.	...	...
		Shahjahanpur District	B. & K. & O. & R.	...	...
		Shahjahanpur City	B. & K. & O. & R.	...	...
	Kumaun	Budaun District	B. & K. & O. & R.	...	...
		Bijnor Town...	B. & K. & O. & R.	...	...
		Bijnor District	B. & K. & O. & R.	...	...
		Naini Tal	O. & R.	...	...
		Garhwal District	O. & R.	...	...
TOTAL				46	39

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Plague seizures.	Plague deaths.	
PUNJAB.	Jullundur	Ludhiana District	N. W.					7	10
		Jullundur							
		Jullundur City						3	3
		Hoshiarpur District							
		Ferozepur	N. W.						
	Lahore	Kangra							
		Amritsar City	N. W.					9	7
		Amritsar District						14	12
		Gurdaspur						12	12
		Lahore						11	11
		Lahore Municipality						1	1
		Gujranwala District						24	23
		Sialkot						5	4
	Rawalpindi	Montgomery							
		Rawalpindi District	N. W.						
		Gujrat						13	13
		Shekpur						7	14
	Multan	Jhelum						4	
		Jhang							
		Multan							
	Delhi	Mianwali							
		Gurgaon	B., B. & C. I.						
		Delhi	E. I., O. & R., B., B. & C. I., & N. W.						
		Hissar	B., B. & C. I. & N. W.						
		Karnal	E. I.					6	1
		Simla	S. E.						
		Amballa	N. W. & E. I.					4	4
		Rohtak	N. W.						
		Patiala City	Rajpura-Bhatinda (N. W. Ry.)						
		Patiala State	N. W., E. I., B., B. & C. I. & J. B.						
		Kapurthala State	N. W.						
		Nabha							
	TOTAL							113	115
CENTRAL PROVINCES (including Berar).	Nagbuda	Bathampur Town							
		Nimar District	G. I. P. & B., B. & C. I.						
		Hoshangabad Town							
		Hoshangabad District							
		Narsingpur Town							
		Narsingpur District							
		Ohhindwara	R. N.						
		Khandwa Town	B., B. & C. I. & G. I. P.						
		Betul District							

Agency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Plague seizures.	Plague deaths.
Central Provinces (including Berar).	Nagpur	Nagpur City	B. N. & G. I. P.	100	100	100	100	100
		Nagpur District	"	100	100	100	100	100
		Wardha Town	G. I. P.	100	100	100	100	100
		Wardha District	"	100	100	100	100	100
		Chanda "	"	100	100	100	100	100
		Bhandara Town	B. N.	100	100	100	100	100
		Bhandara District	"	100	100	100	100	100
		Balaghat "	"	100	100	100	100	100
		Balaghat Town	E. I. & G. I. P.	100	100	100	100	100
	Jubbulpore	Jubbulpore Town	"	100	100	100	100	100
		Jubbulpore District	E. I. & G. I. P.	100	100	100	100	100
		Damoh Town	G. I. P. (I. M. Sec.)	100	100	100	100	100
		Damoh District	"	100	100	100	100	100
		Saugor Cantonment	"	100	100	100	100	100
		Saugor Town	"	100	100	100	100	100
		Saugor District	"	100	100	100	100	100
		Seoni District	B. N.	100	100	100	100	100
		Mandla "	"	100	100	100	100	100
	Ochhattingarh	Bilaspur Town	"	100	100	100	100	100
		Bilaspur District	"	100	100	100	100	100
		Raipur "	"	100	100	100	100	100
		Sambalpur "	"	100	100	100	100	100
		Akola District	G. I. P.	100	100	100	100	100
		Boldana "	"	100	100	100	100	100
		Wun "	"	100	100	100	100	100
		Basin "	"	100	100	100	100	100
		Amraoti "	G. I. P.	100	100	100	100	100
	Madras State.	Ellichpur "	"	100	100	100	100	100
		Yeptmal "	"	100	100	100	100	100
		TOTAL						
Bangalore City		S. M. & Madras	100	100	100	100	1	
Bangalore Civil and Military Station		"	100	100	100	100	28	
Bangalore District		"	100	100	100	100	121	
Mysore City		"	100	100	100	100	8	
Mysore District		" & Madras	100	100	100	100	117	
Kolar "		Madras and S. M.	100	100	100	100	39	
Kolar Gold Fields		"	100	100	100	100	30	
Tumkur District		S. M.	100	100	100	100	15	
Shimoga "	"	100	100	100	100	95		
Chitaldrug "	"	100	100	100	100	32		
Raichur "	"	100	100	100	100	76		
Hassan "	"	100	100	100	100	20		
TOTAL							579	

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Flagship companies.	Flagship companies.
HYDERABAD STATE.		Aurangabad District	N. G. S.	8 (a)	6
		Bir			
		Hyderabad	N. G. S.		
		Indur			
		Umanabad	M. I. P. & Barot		
		Lingapur	S. M.		
		Parbhani	N. G. S.		
		Raichur	G. I. P. & Madras	21 (a)	16
		Gulbarga	G. I. P. & N. G. S.	40 (a)	40
		Nander	N. G. S.		
Total				81	62
CENTRAL INDIA.		Indore City	B. B. & C. I.		
		Indore State			
		Ujjain City			
		Gwalior			
		Gwalior State	B. B. & C. I., G. I. P.		
		Dhar	G. I. P. (I. M. Sec.) & Gwalior		
		Pathari State	G. I. P. (I. M. Sec.)		
		Bhopal City			
		Bhopal State	G. I. P.		
		Mhow Cantonment	B. B. & C. I. (Rajputana-Malwa)		
		Nimach			
		Indore Residency			
		Kutlam City	B. B. & C. I.		
		Kutlam State			
		Dewas Town			
		Dewas State	G. I. P.		
		Narsingh State			
		Guaranteed Holdings (Malwa Agency)			
		Tonk State (portion in Central India)	G. I. P.		
		Sehore			
		Sailana	B. B. & C. I.		
		Piploda District			
		Bagli State			
		Itabua	B. B. & C. I.		
		Jaora			
		Jaora Town			
		Agar Military Station			
		Manpur			
		Sitapan State			
		Rajgarh			
		Kurwai			
Total					
RAJPUTANA		Abu Road			
		Mewar State			
		Parthagarh State		1 (b)	1 (b)
		Chitor (Udaipur State)		17 (b)	19 (b)
		Tonk State	B. B. & C. I.		
		Marwar	J. B.		
		Jaipur		2 (b)	1 (b)

(a) Figures for the period from 5th to 11th July 1904.  
 (b) Figures for week ending 8th July 1904.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
RAJPUTANA		Kishangarh Town	C. I.	1	0
		Bikanir State	J. B.	1	0
		Jhallowar "	}	1	0
		Kotah State		1	0
		Sirohi "	B. B. & C. I.	0	0
		Shahpura State		0	0
		Alwar "	B. B. & C. I.	0	0
		Banswara Town		0	0
		Bharatpur State		0	0
			Total	20	14
KASHMIR		Hamirpur-Sidhan (Akhaur Tehsil)		0	0
		Jammu City		2	0
		Jammu Province	N. W.	0	0
		Kashmir Province		2	1
		Srinagar District		0	0
		Srinagar City		0	0
			TOTAL	4	1
N.-W. F. PROVINCE		Abbottabad Town		0	0
		Hasara District		0	0
		Peshawar Town		0	0
		Peshawar District		0	0
			TOTAL	0	0
BALUCHISTAN		Sonmiani		0	0
		Hirok	N. W.	0	0
		Sibi		0	0
			TOTAL	0	0
			GRAND TOTAL	2,803	1,905

H. H. RISLEY,  
Secretary to the Government of India.

No. 4552-Exc.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

*Simla, the 16th July, 1904.*

RESOLUTION.

ORDERED, that the papers mentioned in the following list, relating to Excise Administration in Assam, be published for general information in the Supplement to the *Gazette of India*.

E. N. BAKER,

Secretary to the Government of India.

LIST OF PAPERS.

1. Letter from the Chief Commissioner of Assam to the Government of India, No. <sup>and Finance</sup> <sub>1903</sub> F., dated the 25th August 1903.
2. Memorandum, dated the 2nd April 1902, by Mr. J. Buckingham, C.I.E., Chairman of the Assam Branch of the Indian Tea Association.
3. Circular letter, No. 27-R., dated the 22nd August 1902, from the Chief Commissioner of Assam to the Deputy Commissioners of Tea Districts in Assam.
4. Memorandum, dated the 27th March 1903, by Mr. J. Buckingham, C.I.E.
5. Letter from the Government of India to the Chief Commissioner of Assam, No. 2015-S. R., dated the 26th March 1904.
6. Despatch from the Government of India to the Secretary of State, No. 97, dated the 31st March 1904.
7. Despatch from the Secretary of State to the Government of India, No. 65-Revenue, dated the 6th May 1904.



No. 309-Finance P., dated Shillong, the 25th August 1903.

From—F. J. MONAHAN, Esq., I.C.S., Secretary to the Chief Commissioner of Assam,  
To—The Secretary to the Government of India, Finance and Commerce Department.

In continuation of my letter No. 309-Finance—1456-F, dated the 18th July 1903, I am directed to submit the following report, called for in your telegram, dated the 28th October 1902, with reference to the complaints made in a memorandum by Mr. Buckingham, Chairman of the Assam Branch, Indian Tea Association, against the excise administration in Assam so far as it is concerned with country spirit. I am to submit for convenience of reference copies of Mr. Buckingham's memorandum above mentioned, of a Circular No. 27-R., dated the 22nd August 1902, issued by the Chief Commissioner to the Deputy Commissioners of Tea Districts in Assam, directing an enquiry into the questions raised in the

memorandum; of the replies\* noted in the margin received from the officers who were consulted on the subject, and of a second memorandum from Mr. Buckingham, dated the 27th

March 1903, containing recommendations on certain points. I am to invite special attention to the replies\* to Mr. Fuller's circular received from Mr. Melitus, Commissioner of the Assam Valley Districts, and Mr. Arbuthnott, Deputy Commissioner of Sylhet, who are officers of standing, with great experience of Assam. As already explained in Mr. Henniker's letter No. 237-F. & C.—4496-R., dated the 3rd November 1902, the delay in submitting this report has resulted in part from the postponement of the date fixed for the reports of district officers, at the request of the Assam Branch of the Indian Tea Association. Mr. Buckingham's second memorandum was not actually forwarded to this office by the Secretary, Assam Branch, Indian Tea Association, till the 11th June 1903, and the

Officiating Chief Commissioner, Mr. Bolton, considered it desirable that the disposal of the case should await the return of Mr. Fuller from leave.

Letter No. 2451-XXIII-4-G., dated the 11th December 1902, from the Deputy Commissioner of Goalpara.

Letter No. 1204-R., dated the 10th January 1903, from the Deputy Commissioner of Nowgong.

Letter No. 2466-R., dated the 13th January 1903, from the Deputy Commissioner of Lakhimpur.

Letter No. 5273, dated the 10th February 1903, from the Deputy Commissioner of Cachar.

Letter No. 2447-R., dated the 10th February 1903, from the Deputy Commissioner of Darrang.

Letter No. 4941, dated the 9th March 1903, from the Deputy Commissioner of Kamrup.

Letter No. T. A., dated the 9th March 1903, from the Deputy Commissioner of Sibsagar, and enclosures.

Letter No. 1133-F., dated the 17th March 1903, from the Deputy Commissioner of Sylhet and enclosures.

Letter No. 83, dated the 20th April 1903, from the Commissioner of Excise, Assam.

Letter No. 1287-L. R., dated the 11th May 1903, from the Commissioner of the Assam Valley Districts.

By the Secretary, Assam Branch, Indian Tea Association, till the 11th June 1903, and the Officiating Chief Commissioner, Mr. Bolton, considered it desirable that the disposal of the case should await the return of Mr. Fuller from leave.

2. The charges against the excise administration of this province, which the Chief Commissioner has been called upon to meet mainly relate to its alleged effects in encouraging drunkenness among the labourers employed on tea gardens. These labourers, or coolies as they are called, are recruited from other provinces of India, and at the outset of the enquiry it is important to determine whether, as has been suggested by Mr. Buckingham and others, tea-garden coolies acquire the habit of drinking intoxicating liquor after coming to Assam. It will be observed that the reports now received completely bear out the statement made in paragraph 3 of this office circular of the 22nd August 1902, above referred to, that the imported coolie population is mainly recruited from classes who are already in the habit of drinking distilled or fermented liquor, and that, if deprived of excise liquor, they will distill illicitly, or will brew rice beer. This is of course no new conclusion. It has been repeatedly insisted upon, and I am to refer to the very emphatic statements made on this point in this Administration's letter No. 2096, dated the 3rd November 1880, addressed to the Government of India in reply to one of the earlier criticisms on the excise administration of Assam, and in particular to the opinion therein expressed that "so long as coolies cannot get liquor from licensed shops so long is it certain that they will obtain it illicitly."

In this connection the remarks contained in paragraph 9 of Mr. Melitus' report\* forwarded herewith are specially deserving of attention.

3. In his first memorandum Mr. Buckingham has quoted from the Government of India's despatch to the Secretary of State, No. 166, dated the 25th June 1887, the remark that "judged by a European standard, the people of India are a remarkably abstemious people," but he has omitted to mention that, in the same despatch, the mistake of supposing that abstemious habits had ever been universal among the people of India was demonstrated, and it was shown that, from a time antecedent to British rule, large classes of the population had always indulged in intoxicating liquor. The drinking habit has always been most prevalent among the aboriginal races of the Central Provinces and the districts of Chota Nagpur in Bengal, and it is these races which furnish at present the largest proportion of tea-garden coolies. The large consumption of country spirit in Chota Nagpur is referred to in Chapter VII of the Report of the Bengal Excise Commission of 1884, and, as regards the Central Provinces, evidence is furnished in a report appended to the Government of India's despatch above mentioned, which Mr. Fuller can confirm from his own experience.

A fact which is most intimately connected with the consumption of liquor in Assam is the popularity which the Central Provinces and Chota Nagpur have attained during recent years as a recruiting ground for tea-garden coolies. Experience has shown that coolies

drawn from these localities suffer less from the effects of the damp climate of Assam and are more amenable to discipline than Hindustanis from Behar and the eastern districts of the United Provinces; and the development of recruitment in the Hill districts has been one of the most prominent features in the course of labour immigration into Assam. During the ten years 1876—1885, the number of adult coolies annually imported from the Central Provinces and Chota Nagpur was on the average 10,836. During the following decade (1886 to 1895) the annual average rose to 18,544. During the next five years (1896 to 1900) it rose to 32,002. The introduction into the province of so large a number of habitual drinkers must of course have greatly affected the consumption of liquor. The lower castes of Hindustani coolies are habituated to drink, but amongst Hindustanis, taken as a whole, drinking is not nearly so prevalent as amongst the aboriginal population of Central India; and it may be remarked here that in the Chargola Valley of Sylhet, which is almost the only locality in the province which still very largely depends upon them, the liquor question is in no way prominent.

4. I am to refer here to the light which this change in the character of coolie immigration throws upon the increase in the excise revenue of Assam, which constitutes one of the main arguments of those who are now criticising the excise administration of the province. The following figures contrast for four quinquennial periods the average annual importation of adult coolies from the Central Provinces and Chota Nagpur with the average annual increase in the revenue from country spirits in the tea districts:

Quinquennial period.	Average annual importation of coolies from the Central Provinces and Chota Nagpur.	Average annual increase in excise revenue from country spirits. Rs.
1881—1885 . . . . .	10,704	...
1886—1890 . . . . .	16,967	22,101
1891—1895 . . . . .	29,121	30,146
1896—1900 . . . . .	32,002	38,779

The correspondence between the increase in recruitment from the Central Provinces and Chota Nagpur and the development of the excise revenue is very striking, and it is to be further observed that the proportion of revenue to population as exhibited by these figures is very nearly that which obtains between the total annual revenue from country spirits in the tea districts and the total adult coolie population of those districts, the average per head being Rs. 1-11. The conclusion appears obvious that the increase in the excise revenue which has been taken to show that the population of Assam is being demoralised can certainly, in great measure, be attributed to the importation by the planting community of habitual drinkers. It may seem extraordinary that so obvious an explanation should have escaped the notice of those who have been interesting themselves in excise reform. But Mr. Fuller has found that a regrettable ignorance prevails amongst the planting community in respect to the natural history, so to speak, of the coolies that constitute their labour force,—an ignorance which he believes to have cost them dearly in the management of their gardens as well as to have led to misapprehension in the present connection.

5. It is, no doubt, probably true that coolies generally drink more distilled spirit after coming to Assam than they did before they left their homes, and the reason is not far to seek. While rice-beer can be prepared by the aboriginal labourer or peasant without difficulty in his own home, the only apparatus required being an earthen pot, and the only materials rice,—his staple food,—and some herbs, distilled spirit if not illicitly prepared, must be purchased with cash, and, whatever may have been the condition of life of the coolie before he was recruited, there can be no doubt that more cash passes through his hands after he has taken service on a tea garden than before. If he was an agricultural labourer in his native district, he probably received a large portion of his wages in kind, or if a peasant farmer, he subsisted partly on the produce of his fields. It is natural that in Assam, where his income consists of wages paid to him regularly in cash, he should be tempted to spend a considerable portion of them on drink, and it is probable that, as his earnings increase, his consumption of liquor increases also. It would probably be found on enquiry throughout India that coolies employed in factories, mills, and mines consume more spirits than they did before they left their native villages to take up such employment. And it can hardly be urged that the conditions under which coolies live; and are employed, upon tea gardens are such as to encourage the growth of such feelings of self-respect as would act as a check upon intemperance.

6. In the report\* from Mr. Davis, Commissioner of Excise, and elsewhere in the papers herewith forwarded, it is pointed out that new coolies on tea gardens drink less than old hands, but the Chief Commissioner has no doubt that the true explanation of this is, as stated in paragraph 10 of Mr. Melitus' report,\* that the new coolies earn lower wages. Mr. Melitus has aptly pointed out that the suggestion that liquor drinking is a cause of high mortality on tea estates is inconsistent with the fact that new coolies drink less than old, since it is notorious that the mortality is much higher among new arrivals than among coolies who have been some time on the gardens. The information which has now been collected certainly does not bear out the opinion that drinking as at present practised is generally injurious to coolies. There is even a prevalent opinion that a certain amount of liquor is of positive benefit in reducing liability to fever. However this may be, it will be observed that the notion of depriving coolies of liquor is generally scouted by planters of experience.

7. It is impossible to find any support in fact for the suggestion that this Administration has been guilty of encouraging drunkenness for the sake of revenue. The income which is derived from the sale of country spirit is no very large sum—between 6 and 7 lakhs of rupees a year—and three quarters of this income goes to the share of the Imperial Government. While the Chief Commissioner does not endorse without further examination all the figures which are given in paragraphs 3 to 5 of Mr. Melitus' report,\* the considerations therein set forth are sufficient to show that the financial value of the excise on country spirits is quite insufficient to tempt the Administration to develop the excise revenue at the expense of the tea planting industry. It is indeed not understood what action on the part of the Administration can be indicated as having afforded encouragement to drink. It has actually been lessening the number of shops at which liquor may be sold. In 1889-90 there were 241 shops open. There are now only 210, notwithstanding a very large increase in the drinking population. During the last ten years the total population of immigrants (i.e., persons born in other parts of India) has increased by 51·9 per cent.; moreover, the immigrants do not of course represent the whole of the drinking population, and we have to include the large number of people descended from immigrants of the drinking classes, who are not shown separately in the census tables. From the figures furnished in paragraph 7 of Mr. Melitus' report\* it will be seen that in the Assam Valley division, to which Mr. Buckingham's explanation chiefly refers, whereas in 1881 there was one liquor shop for every 1,650 persons of the drinking classes, in 1901 the proportion was only one shop to every 5,500 persons.

The total area of the tea districts being 31,789 square miles, there is one liquor shop licensed for every 151 square miles. It is thus apparent that these shops are really very few in number in proportion to the area and population which they serve. In 1902 there was one liquor shop for every four tea gardens in the province, which is perhaps a sufficient reply to the assertion sometimes made that wherever a tea garden is started, a liquor shop is opened close to it. So far from affording the people the temptation of low prices and easy purchase, endeavour has been made to enforce rules which fix the price of liquor very greatly above its market value, which limit the amount of liquor that may be sold to a single purchaser, and which contemplate the location of shops at places that are positively inconvenient for the purchasing community. There remains the charge that by leasing the liquor shops to the highest auction bidder, the Administration has put pressure upon the liquor dealers to increase their sales in order to provide the demands of Government. But the liquor trade is known to be profitable, and Mr. Fuller thinks that the desire of profit, irrespective of payment of Government dues, is quite sufficient of itself to induce the liquor dealers to push their sales.

In 1890 an exhaustive enquiry into the working of the excise system was made by Mr. Driberg, an officer placed on special duty for the purpose, whose report submitted to the Government of India with this office letter No. 2870-R., dated the 28th August 1890, showed that the licensed vendors in several districts were making excessive profits. It was demonstrated by a large number of instances, that the gross profits of the business were very large as compared with the cost of manufacture, a bottle of liquor sold for six annas (the present minimum legal price) costing in some cases less than one anna to make, while the cost of manufacture of liquor sold at four annas a bottle varied from half an anna to one anna per bottle. There can be no doubt that the expansion of revenue since 1890 is due in some measure to the effects of competition under the auction system in transferring some of these profits from the liquor vendors to the Government.

8. As regards the price at which liquor is retailed, I am to say that all the information available goes to show that in Assam it is not cheaper, but dearer, than in the districts from which tea-garden coolies come. In Chota Nagpur, which is the most important recruiting field, country spirit is excised under the outstill system, as in Assam, except in one small tract. In Bengal there are no restrictions in regard to the selling price of country spirit, and the Chief Commissioner has no recent information as to the price at which it is actually sold retail in that province. In Appendix No. 6 to the Report of the Bengal Excise Commission of 1883-84, the retail price of the weaker country spirit is shown as low as two pice per reputed quart bottle, equivalent to three annas per gallon, in some of the districts of Chota Nagpur and Behar. It appears that an usual price in these districts was one anna a bottle or six annas a gallon. In Appendix XV of Mr. Buckland's report on the country liquor excise systems of Madras and Bombay, published in 1886, the average retail selling price of outstill liquor is given as nine pice per bottle in certain districts of Chota Nagpur, while the rates most frequently quoted for Chota Nagpur and Behar range generally from one anna to three annas per quart bottle. In the Central Provinces the outstill system is in force over a considerable area and the Report on the excise administration of those provinces for 1901-02 shows that in that year the price of liquor sold from the said distillery at Jabalpur was reduced to three annas a bottle, equivalent to Rs. 1·5 a gallon, in order to check the smuggling of outstill liquor into the distillery area. It may be presumed that liquor is sold at a lower price, on the average, from outstills in the Central Provinces. In Assam the minimum retail price of country spirit fixed by rule is six annas per ordinary quart bottle, or Rs. 2·4 per gallon. It is true that this rule is not, and cannot be, strictly enforced under the outstill system, but the liquor sold cheaper than the minimum legal price is of very weak description. This

is confirmed by the analyses of samples of such liquor quoted in the appendices to Mr. Buckingham's first memorandum. In Mr. (now Sir Charles) Lyall's note of the 3rd August 1889, copy of which was submitted to the Government of India with this office letter No. 2984, dated the 31st August 1889, the prices of country liquor in Assam and in Bombay and Madras were compared, with the result that the article was shown to be dearer in Assam in proportion to its strength than in those provinces where excise administration is considered to be most successful. Mr. Lyall's conclusions were fully confirmed by Mr. Driberg's report, copy of which was submitted to the Government of India with this office letter No. 2870-R., dated the 28th August 1890. From the latest reports on *abkari* administration in Madras and Bombay the retail price of country spirit in those provinces does not appear to have varied much since Mr. Lyall's note was written. Of the materials used in the production of country spirit in Assam, *viz.*, *gur* and *mohwa*, the greater part of the *gur* and the whole of the *mohwa* is imported from other provinces. Labour is notoriously expensive in Assam, and it is natural that the average price of country spirit, as of almost all other commodities, should be higher here than in the recruiting districts. Apart from the minimum price rule which the Government has aimed at enforcing, it cannot, therefore, be reasonably contended that the cheapness of country spirit in Assam tempts coolies who do not drink spirit in their native districts to indulge in it after they come up to the tea gardens.

9. It has been suggested that the supply of spirits to tea-garden coolies is not absolutely necessary, and that, if it were cut off, they would be content to substitute for it rice-beer, which is regarded by some as less injurious. This view is not supported by experience. The races from which tea-garden coolies are drawn are habitual consumers of distilled liquor, as well as of beer, and it is quite certain that if they are deprived of the opportunity of obtaining spirit from licensed shops, they will find means to procure it by illicit distillation. It may, however, be admitted that the placing of further restrictions on the supply of country spirit would probably be followed by a greatly increased consumption of rice-beer, which is subject to no taxation, and is always procurable in abundance without any difficulty. As was forcibly shown in the note by a former Chief Commissioner, the late Sir James Westland, submitted to the Government of India with this office letter No. 2984, dated the 31st August 1889, the very extensive manufacture and consumption of rice-beer is a circumstance which materially affects the excise administration in this province. To quote from Sir James Westland's note—

The preparation of rice-beer presents no more difficulty than the infusion of a pot of tea, and has this additional facility, that, whereas tea, under the circumstances in which we most know it, is an imported product which has to be purchased, rice is the staple food of this country.....The mode of preparation is to steep rice in water for two or three days, then boil it with certain herbs, which act as yeast, and the result is beer. It is rarely sold, each person manufacturing his own supply, and borrowing from his neighbour if he falls short.

The consumption of this home-made rice-beer is very general on tea gardens, as well as among the general population, and it has been found practically impossible to subject it to any taxation. It may easily be imagined that its use on tea gardens would be enormously increased, if it were made more difficult for coolies to procure country spirit, but there is no reason whatever, in Mr. Fuller's opinion, for considering such a result desirable in the interests of temperance, or of the health and welfare of the coolie population. Although, according to some opinions, rice-beer, if well brewed, is less injurious than bad excise liquor, as a matter of fact its use is sometimes attended with serious scandals. The beer is often very strong, and, as mentioned in paragraph 8 of Mr. Melitus' report,\* it is sometimes strengthened by means of extraneous intoxicants put into it. Moreover, a spirit called *phatika* is often distilled from the beer, the process of distillation being simple, and detection or prevention very difficult. In his paragraph 12\* Mr. Melitus reproduces from Sir James Westland's note some remarks by the Superintendent of the Singlo Tea Company, with regard to the evil effects of rice-beer on the health of coolies, which are equally applicable now. In a report submitted by Mr. Arbuthnot, when Deputy Commissioner of Sibsagar in 1889, the opinion of an experienced planter is quoted to the effect that "it is useless to place restrictions upon coolies getting distilled liquor from shops, while permitting them to make rice-beer in their houses, with the roots of *dhatūra* added to enhance its intoxicating effect." At the same time, the Assistant Commissioner of Golaghat reported that planters admitted that a country spirit shop was not an altogether unmitigated evil, because it stopped the making of rice-beer in the lines, and that, after all, a country spirit shop was under some sort of supervision, whereas the making of rice-beer was not. Finally, the Hon'ble Mr. Bolton, who lately officiated as Chief Commissioner of Assam, has left on record the following note:

The garden coolie is undoubtedly, as a very general rule, a consumer of country spirit in his own country, although he may be more largely addicted to rice-beer. We must therefore afford him facilities for obtaining spirit in Assam, and it is perhaps more to his advantage to use it instead of rice-beer, which entails the waste of much food. The Deputy Commissioner of Singbhum in Chota Nagpur has brought to notice the reckless waste of rice by the rice-beer drinkers of his district.

\* Not printed.

Mr. Bolton refers to the coolies drawn from the Chota Nagpur Division of Bengal : in the Central Provinces the consumption of rice-beer as opposed to distilled spirit, is believed to be inconsiderable.

10. It has always been recognised that the outstill system under which country spirit is excised in Assam is not the best designed to discourage drinking, but the special reasons which justify its maintenance in this province have been repeatedly laid before the Government of India and the Secretary of State. It may suffice for the Chief Commissioner to refer to this office letter No. 3335, dated the 13th November 1888, and paragraphs 4 and 5 of the letter from the Commissioner, Assam Valley Districts, No. 5012, dated the 19th October 1888, forward therewith, to this office letter No. 2984, dated the 1st August 1889, enclosing the note by the late Sir James Westland above referred to, to paragraph 70 of the Government of India's despatch to the Secretary of State, No. 29, dated the 4th February 1890, paragraph 4 of this office letter No. 2870-R., dated the 28th August 1890, and paragraph 24 of Mr. Driberg's report submitted to the Government of India therewith, and to paragraph 20 of the Government of India's despatch to the Secretary of State, No. 318, dated the 1st October 1890. So far as the Chief Commissioner is aware, the outstill system of Assam does not differ from that which is generally in force in the tracts from which the bulk of tea-garden coolies are drawn. The principal argument in its favour is that the sparseness of population and great extent of jungle in the province, and the general prevalence of brewing and distilling, among different indigenous races found in close proximity to the tea gardens, as well as among the adjacent hill tribes, who are either independent, or have only lately been brought under British administration and cannot, on political grounds, be restricted in these practices, offer such facilities for illicit distillation and for smuggling, that the only excise system possible is one which, by providing consumers with a moderately-priced and easily-accessible supply of spirit, lessens the temptation to resort to illegal methods of procuring it. To this it may be added that the licensees of outstills are the best agency for the prevention of illicit distillation and smuggling, which they have a direct interest in suppressing; while the difficulties of transport owing to defective communications render a central distillery system unsuitable for most parts of the province. The attempts which have been made to substitute other systems of excise for the outstill system in Assam have been uniformly unsuccessful. The central distillery system which was in force in Sylhet when that district was added to the province proved a complete failure, and was abolished in 1876; and an experiment which was made in the establishment of a central distillery for the manufacture of rum by the European method at Dibrugarh met with no better success. The experiment tried in the Sibsagar district in 1887 of closing all licensed country spirit shops and substituting licenses to sell imported rum resulted, as mentioned in paragraph 15 of Mr. Melitus' report,\* in wholesale demoralization of the labour force on tea gardens by excessive drinking of rice-beer, and also in widespread illicit distillation.

11. Experience in other provinces has, the Chief Commissioner believes, shown that the outstill system is the most suitable excise arrangement in localities in which illicit manufacture of intoxicating drink is very difficult to discover and check. This description applies most accurately to Assam, and more especially to the tea districts. Either within the boundaries of the tea estates or adjacent to them are almost always to be found extensive areas of dense jungle, where illicit distillation can be carried on with the minimum risk of detection, while frequent visits by the police or by a detective staff to the tea gardens would be keenly resented by the tea planters, and would lead to endless trouble and friction. This is, in Mr. Fuller's opinion, a consideration of great weight. The substitution of a sadar distillery system has been suggested by some planters in Nowgong, Jorhat, and Golaghat, but the Chief Commissioner has no reason to believe that they have any practical acquaintance with the working of such a system, and he believes that, generally, no radical change of the sort is desired. He would be quite willing to give the sadar distillery system a trial in one subdivision, were it not for the great difficulty of preventing liquor from adjacent outstill areas from competing with the produce of the central distillery. It must be remembered that we are not only concerned with the tea-garden population. As pointed out in paragraph 6 of Mr. Melitus' report\*, there is also a large drinking population which has settled outside tea gardens, and whose interests have to be consulted. The reports received show that the outstill system is accepted without complaint in the Surma Valley.

12. Passing to questions of detail, I am to observe that Mr. Buckingham summarily rejects the proposal, which has been made more than once by this Administration, of offering to planters the licenses of liquor shops with a view to giving them control over their management. This attitude is in singular contrast to that taken up by the Association which Mr. Buckingham represents so recently as 1898, when their Secretary forwarded to the Chief Commissioner copy of a Resolution unanimously agreed upon by the General Committee, suggesting that in all cases of a prog shop being licensed within two miles of a garden or tea estate, it should first be offered to the proprietor or his manager at a reasonable upset price, so that the garden most affected would be able to exercise the necessary

\* Not printed.

control over the shop. Copy of this Resolution was forwarded by the Chief Commissioner, Sir Henry Cotton, to the Commissioner of Excise, with the remark that, although the system of settling liquor shops in the neighbourhood of tea gardens with planters was tried in the years 1880—1883 without success, the Chief Commissioner was prepared, in view of the representation of the Tea Association, to repeat the experiment, if the Excise Commissioner could suggest any feasible means for carrying it out. The attempts which were made to give effect to the suggestion proved unavailing, as planters in the Assam Valley were unwilling to take licenses of liquor shops. So far as Mr. Fuller has been able to ascertain, the planters are greatly influenced against the lease of shops by the trouble which management would occasion them. Information has been received showing that, in certain cases, where shops have been settled with planters, the management has been farmed out to a native liquor dealer and the object of the arrangement has thereby been defeated. Another consideration of great weight is that a planter who farmed a shop would be obliged to allow outsiders and coolies from other gardens to frequent it, and that this would be contrary to the general policy of isolating the coolies of each estate as far as possible, so as to minimise the chances of their being tempted to leave the estates. This consideration would not apply in the case of estates belonging to a single owner, of sufficient size to maintain a shop for themselves; and accordingly it is in these cases that the management of liquor shops by planters has been most successful. Mr. Fuller is by no means inclined to press planters to take licenses, and he sees many objections to granting them an absolute monopoly of supply. The necessity of providing for the requirements of the drinking population outside the tea gardens must always be borne in mind.

The canteen system proposed by Mr. Buckingham in his second memorandum of the 27th March 1903 would apparently be for the supply of rum imported either from Europe, or from other provinces where it is manufactured after the European method. This system deserves every encouragement, and planters should, Mr. Fuller thinks, be given permits at low fees for the sale of such rum to their coolies, but he apprehends that the price of rum would be an obstacle to its general consumption by coolies. Mr. Davis' alternative suggestion that country spirit should be supplied to planters from central distilleries worked by the native method seems impracticable, for the reason that the spirit will not keep for any length of time.

13. It has been alleged that, in selecting the sites of liquor shops, the wishes and convenience of the planting community are not always consulted, and that outstills are erected too close to tea gardens, markets and bazars. The following are the rules at present in force on this subject:—

No liquor shop should ordinarily be in a bazar, or at the entrance to a bazar, nor near a bathing ghat or place of public resort, school, hospital, place of worship, factory, the interior of a village, the side of a road leading to a bathing ghat, or a place of water-supply. A liquor shop should not be inaccessible to persons requiring liquor, but it should not be in such a situation as to obtrude itself on the attention of the public, or to render persons passing by subject to annoyance from persons drinking. No outstill should be sanctioned unless there is a *bona fide* local demand for it, ascertained by enquiry, and proved by the desire of an individual to open it. Local opinion as to the sites of liquor shops should be consulted as far as possible.

The difficulties met with in applying this rule are very considerable. In other provinces liquor shops are, the Chief Commissioner believes, situated generally within village or bazar limits, and it is not easy to arrange for the location of shops at a distance from habitations. In many localities,—for instance, at Dumduma, mentioned in the report\* of the Deputy Commissioner of Lakhimpur,—the bazar has proved to be a suitable site, and there is no desire for a change of location. Supervision by the police is generally easier in a bazar than outside of it. There is, moreover, a general tendency for bazars to grow up around the sites of liquor shops. Regarding the location of shops, it appears from the reports that there is the greater diversity of opinion among planters themselves: some prefer to have the shops near their gardens, others far off, and I am to refer especially to the report\* of Captain Halliday, Deputy Commissioner of Cachar, which shows that some of the most experienced and competent managers of tea gardens in that district prefer to have the shops actually on their gardens. Under the circumstances, the Chief Commissioner agrees with the opinion expressed by Mr. Melitus, that hard-and-fast rules on this point are unsuitable, and he considers that each case must be dealt with according to the local circumstances. The provision in the present rules for consulting local opinion as regards the sites of new shops is a most salutary one, and it will be carefully observed in future.

14. The Chief Commissioner concurs with the opinion generally expressed by the officers consulted that the performances or *tamashas* given by liquor licensees on the occasions of certain festivals, which are described as mere drunken orgies, should be put a stop to, and a clause to this effect will be inserted in the licenses. Mr. Fuller is also of opinion that great caution should be exercised in permitting licensees to sell elsewhere than at their shops.

\* Not printed.



15. The maximum quantity of liquor which a licensee is at present allowed to sell to a single person at one time is six quart bottles. This limit which is the same as that in force in Bengal and in the United Provinces, was originally fixed in 1880. In 1883, on the extension to Assam of Act I (B.C.) of that year, amending the excise law, the limit was reconsidered, but it was maintained at six quart bottles, in accordance with the almost unanimous recommendation of the district officers. A proposal to reduce the limit to three quart bottles was put forward by Mr. Davis, Commissioner of Excise, in his annual report for the year 1897-98, but the same officer reported later, after consulting all the Deputy Commissioners, that he did not consider the proposed reduction feasible.

The Chief Commissioner recognises that to allow a man of the coolie class to purchase so large a quantity as six quart bottles of liquor with a view to his keeping it in hand, or distributing it to others, is to subject him to a strong temptation. He is very likely to sit down by the roadside, and drink off as much as he can. In his first memorandum Mr. Buckingham recommended that the limit should be reduced to one quart bottle, and the Chief Commissioner believes that the adoption of such a limit would do more than anything else to put an end to the weekly bouts of drunkenness which certainly afford good ground for complaint. But it is noteworthy that, while the agitation against the outstill system professes to be inspired by a desire to promote temperance, planters themselves are strenuously opposed to such a reduction of the limit of retail sale, on the ground that more coolies would have to absent themselves from the gardens in order to make their purchases of liquor. Mr. Buckingham, in his second memorandum, recommends a limit of three quart bottles, but in only one district (Lakhimpur) is the idea of a reduction even to this extent accepted by the planting community. In the face of the attitude taken up by planters generally on this question Mr. Fuller would not be prepared to reduce at once the maximum quantity fixed for retail sale. But, as at present advised, he considers that it should be diminished, and he proposes to have further enquiry made on the subject.

16. The endeavour has been made to enforce a rule that no one shall obtain a quart bottle of liquor of whatever strength or quality, for less than 6 annas. As has been shown in paragraph 7 above, this price is very greatly in excess of that at which liquor can be sold at a profit, and it is obvious that to maintain the selling price of a commodity greatly above its normal figure is almost beyond the power of Government. It is, moreover, to be noticed that to compel liquor dealers to sell at a fictitiously high price deprives the outstill system in great measure of its value as a preventive of illicit distillation. It is clear that the rule has been very generally evaded, and, possibly on account of the considerations referred to above, the Courts have been imposing very light penalties for its breach. Mr. Fuller is very doubtful of the possibility of enforcing a minimum price rule without a much closer interference than could on other grounds be wisely exercised through the police, or any other body of subordinates. It would, no doubt, be of effect if, as Mr. Davis suggests, the police were permitted to earn rewards on information of breaches of the rule, but the offer of this privilege would very possibly be found to demoralise the police and the liquor dealers, and the Chief Commissioner is not prepared to agree to it without further enquiry. He does not, however, propose to depart from the minimum price rule, and it will indeed be his object to enforce it in future as far as possible.

17. Conditions of the outstill license at present are that the licensee shall not open his shop or effect sales therein or from it before sunrise, or keep it open, or effect sales therein or from it after 9 P. M. from the 16th March to the 15th October, or after 8 P. M. from the 16th October to the 15th March, that no liquor shall be drunk on the premises after 7 P. M. in the hot season, or after 6 P. M. in the cold, and that the license shall make no sales except when his shop is open. I am to say that the Chief Commissioner is prepared to close shops frequented by tea-garden coolies at 4 P. M. in the cold weather and at 6 P. M. in the hot weather months, as recommended by Mr. Melius.

18. Complaints have been made regarding the quality of the liquor supplied from the outstills, and the Chief Commissioner considers that this is perhaps the most important point of all under consideration. I am in the first place to invite attention to the fact established by the investigations of the Bengal Excise Commission of 1884, that there is not, generally speaking, any material difference of quality between the liquor produced at outstills and that of sadar distilleries. The common defects of both are in great measure inseparable from all manufacture of distilled spirit by the native Indian process, and apparently require for their removal a complete change in the method of manufacture and in the character of the product. This could not be effected without a general change in the taste of the consumers, for it has been proved by experience that if a liquor suited to the public taste is not supplied at licensed shops, illicit distillation will certainly ensue. At the same time, there is reason to believe that the liquor made at some of the outstills is badly distilled from wash which has not been properly fermented, and it is most desirable that measures should be taken to improve distillation, and bring all liquor issued up to the standard which is attainable by expert distillers with the processes actually employed. At present shops are auctioned yearly, and unless a dealer can reckon with some confidence on being able to exclude ruinous competition at the next year's auction, he will not spend money upon a proper distilling

plant. In consequence, the stills and other appliances in use are of the roughest possible description. With a view to effecting some improvement, the Chief Commissioner has under consideration a proposal to grant licenses for a term of three years, and the services of the excise inspectors whose appointment has been recently sanctioned, will be utilised in enforcing better methods of distillation as far as may be practicable. There appears to be at present a good deal of uncertainty as to the processes actually used in Assam, and it will now be possible to investigate the subject thoroughly. The liquors supplied from different shops has been found to differ very greatly in quality.

19. Prominence has been given to statements tending to show that the spirit sold from outstills in Assam is generally injurious to health. For several years past samples have been annually sent for analysis by the Chemical Examiner to Government and the results do not bear out the idea that the liquor is deliberately adulterated with drugs. It has been, however, alleged to contain an injuriously high proportion of fusel oil, and special reference has been made to a report by Dr. Warden, formerly Chemical Examiner to the Government of Bengal, to the effect that the worst sample of Indian liquor examined by him contained nearly seven times as much fusel oil per fluid ounce as a sample of unrectified Scotch Whiskey. This report was drawn up by Dr. Warden in 1884, and the reproduction of an extract from it, together with several reports of analyses of country spirit produced at Assam outstills by Messrs. D. Waldie & Co., led the Chief Commissioner to institute a special enquiry with the view of ascertaining, if possible, what was the actual proportion of fusel oil in the spirit. The Chemical Examiner to the Government of Bengal, who was addressed on the subject, replied that fusel oil was a substance of very varying and complex composition, and that a quantitative determination of the amount of the substance could not be very accurately made by any known process. He also stated that it was not known in what proportions fusel oil in country spirit might be present so as to be injurious to health. The Governments of the United Provinces of Agra and Oudh, Bengal, and Madras were also consulted. By the two former Governments the Chief Commissioner was favoured with copies of reports by the Commissioner of Excise, and the Chemical Examiner and Bacteriologist, United Provinces, and the Commissioner of Excise, Bengal, which were generally to the same effect as that of the Chemical Examiner to the Government of Bengal. It appears that a method of estimating approximately the quantity of amyl alcohol in country spirit is in use in Madras, but the spirit made at distilleries there is of different description, and manufactured by a different process from that of outstills.

20. In order to obtain further information, Mr. Fuller placed himself in communication with Messrs. Carew & Co. of the Rosa Factory, Shahjehanpur, and with their kind permission, arrangements have been made for having samples of outstill liquor analysed by Mr. Weinberg, the chemist employed by them. From his reports it appears that the quantity of fusel oil in a sample can only be roughly tested, and it is as yet uncertain whether the higher alcohols resulting from the distillation of the materials used in the manufacture of country spirit affect the agent employed in analysis in the same manner as the amyl alcohol found in potato spirit. Mr. Weinberg is also of opinion that the proportion of fusel oil in country spirit which should be regarded as deleterious can only be arrived at by a long series of experiments. Dr. Warden's report which has been referred to, was based on analysis of a few samples of country spirit in Bengal, and comparison with the results of analysis of Scotch Whiskey and other liquors by Dr. Dupré in 1876. It appears that Dr. Warden had no previous experience in analysing country spirit, and that his investigations were incomplete, and were not regarded by the Excise Commission as having given decisive results. It will be observed that the analyses by Messrs. D. Waldie & Co., quoted by Mr. Buckingham, are not quantitative, and that the information which they give is of the most general and indefinite character. Within the last few days Mr. Fuller's attention has been attracted by a statement made by Mr. Mann—the Chemist employed by the Tea Association—to the effect that a method of quantitatively detecting fusel oil is well known, and that in one European country the proportion of fusel oil which saleable liquor may contain has been definitely limited. It is proposed to address Mr. Mann on the subject when he returns to India from the leave he has just taken. Fusel oil is believed to occur in all freshly-distilled liquor, though its proportion may be greatly increased by defects in the process of manufacture. It does not appear to be certain that the fusel oil that is detected in country spirit is of the same composition as that which occurs in European spirit, and it seems that the various forms of alcohol which are comprehensively styled fusel oil are of different degrees of noxiousness. Some of the samples analysed by Dr. Weinberg certainly show very high percentages of fusel oil, and enquiries are being made to ascertain whether any explanation can be found in the processes employed by the dealer whose stock they represent. The Chief Commissioner is impressed with the desirability of rendering the liquor sold as wholesome as possible, and the question of improving the processes of manufacture will be carefully investigated. If authorities agree as to the maximum proportion of fusel oil, such as occurs in Indian spirit, which is consistent with the wholesomeness of the liquor containing it, there would appear to be no insuperable difficulties in the way of enforcing its observance in Assam, especially if, as suggested above, the distillers are encouraged to improve their plant by the concession of longer leases. But it hardly seems probable that the liquor sold in



Assam is of worse quality than that produced under similar circumstances in other parts of India, and it seems very doubtful whether, as supplied from the better class shops, it is really injurious to the health of those who are used to it. The fact that it excites those who drink it to excess does not appear to be of itself condemnatory. And it is clear that there are very few planters in Assam who would wish to stop the supply of liquor altogether.

21. As regards the surroundings of the liquor shops, I am to say that they are such as ordinarily prevail in Indian villages, and the Chief Commissioner fears that, in many cases, they leave much to be desired from the sanitary point of view. There appears to be a general opinion that impure water is used in adulterating country spirit, but this seems open to doubt, as most of the spirit is distilled at a very weak strength, and the result of Mr. Driberg's enquiry already referred to, showed that the spirit was scarcely ever diluted with water. Coolies who frequent a liquor shop, however, no doubt often drink water as well as spirit there, or on their way homewards, and an endeavour will be made to secure that each liquor shop is provided with a good well. It should not be difficult to arrange for this under a three-years' leasing system. There is no reason why licensees should not be required to keep their premises clean.

22. In the appendices\* to Mr. Buckingham's memorandum, the evils which result from excessive drinking among tea-garden coolies are forcibly described, and some very distressing instances are given, in which coolies have lost their lives, or sustained serious injury in brawls or accidents, or have contracted disease in consequence of indulgence in outstill liquor. The Chief Commissioner fears that it must be admitted that disgraceful scenes of drunkenness do occur in the neighbourhood of licensed shops. The results of recent surprise visits paid by reliable officers indicate that accounts have sometimes been exaggerated, and Mr. Fuller has received reliable testimony to the effect that these scandals are not nearly so prominent as they were some years ago. But it is clear that in the vicinity of some liquor shops drunkenness and disorderly conduct are not infrequent, and he will do all that is possible to put a stop to them. He agrees to the proposals in paragraph 8 of Mr. Buckingham's memorandum of the 27th March, that a clause should be added to the license distinctly prohibiting the sale of liquor to any person already drunk, but he does not think that it goes far enough, and he proposes to make a license liable to cancellation, with forfeiture of earnest-money in cases where drunkenness amounting to public nuisance occurs in the vicinity of a shop. Mr. Fuller believes that liquor sellers have their *clientele* very largely in their control, and that they could prevent the occurrence of such scandals as are referred to, if they really desired to do so. He also assents to the proposal that a copy of the license should be hung up in every liquor shop. It would not be possible to prohibit sale to habitual drunkards, as there is no law in force in India under which a person can be declared an habitual drunkard, nor does Mr. Fuller think that such a law would be workable.

23. The Chief Commissioner cordially accepts Mr. Buckingham's suggestion that the managers and medical officers of tea gardens should be asked to co-operate with Government in bringing to notice breaches of the excise law. He does not consider it necessary for this purpose to formally authorise them to inspect liquor shops, nor could there be any advantage in empowering them to inspect the licensee's accounts, which would not throw light on the abuses which are specially complained of.

24. In conclusion, I am to say that the enquiry which has been made appears to show that such unsatisfactory features as excise administration in this province has displayed are due rather to errors of detail than to errors of principle, and that what is required is closer control and supervision, not a change of system. This conclusion is supported by the information which Mr. Fuller was able to collect during his extended tour of last cold weather. The distillation and sale of excise liquor have hitherto been controlled by the ordinary district staff, without the help of any special establishment, but the increase in the number of consumers of country spirit, and in the revenue derived therefrom, have rendered this control inadequate, and all the officers consulted have insisted on the necessity of closer supervision. A special staff for excise work will now be initiated, the sanction of the Secretary of State having been obtained to the appointment of three Excise Inspectors, two of whom will be members of the Provincial Civil Service, and one of the Subordinate Executive Service. It will be the principal duty of these officers to inspect liquor shops, seeing that the conditions of the licenses are observed, that bad liquor is not sold, and that drunkenness is not permitted at the shops or in their vicinity. They will be expected to acquire a practical acquaintance with the various processes employed and ingredients used in the preparation of spirit, and to introduce improvements in the methods of fermentation and distillation. With this object, the Chief Commissioner proposes to arrange, if possible, for having the Excise Inspectors trained under the Bengal Excise Department. They will also be required to gradually collect information as to the profits made by the licensees, which would be of assistance to the Deputy Commissioners in making the annual settlements of liquor licenses upon a fairer basis than that of auction competition.

25. Some strictness will be necessary at the outset in dealing with licensees; but I am to bring to notice that in effecting improvements in excise administration, the hands of Government are in great measure tied by combinations of the liquor dealers, which render it very difficult to enforce the only really effective penalty, *viz.*, the cancellation of the license. It is most undesirable that the enforcement of rules should be hampered by apprehensions of a boycott, and much improvement would result were the dealers to realise that the Government is not solely dependent upon them for the resettlement of shops after cancellation of license. The Chief Commissioner has received offers of assistance from some members of the planting community, who, while generally unwilling to undertake to manage a liquor shop, have expressed their readiness to do so if their intervention is the only alternative to the retention of an unsatisfactory license. But it would be rarely possible to make an arrangement of this sort, and, if the Government of India see no objection, Mr. Fuller would be ready to undertake from time to time the direct management of a few shops, if so drastic a measure were needed, in order to bring the liquor dealers to reason. It is most improbable that such an undertaking would add materially to the responsibilities of Government, as it would suffice to show that we can work without licenses, in order to render liquor dealers more amenable to authority than they are at present.

*Memo., dated the 2nd April 1902, by J. Buckingham, Esq., C.I.E., Chairman of the Assam Branch, Indian Tea Association.*

Before proceeding with the difficult task of criticising the Excise system of Assam, I may say, we are all fully aware that mere denunciations of the iniquity of grog shops will not alone solve the practical difficulties that surround the question; we have therefore, while collecting evidence, which cannot fail to show the weaknesses of the outstill system in Assam, at the same time brought forward proposals which we consider will place the shops under more efficient control, thereby ameliorating the condition of the immigrant population.

In 1889 a commission was appointed by the Government of India, at the instance of the Secretary of State, to enquire into the various systems of Excise Administration in India, and I think I cannot do better than quote a few paragraphs from the Excise Commission's Report bearing on the excise of Assam.

In Assam we are concerned with the Outstill System only, which is described as follows:

*Page 78 of the Excise Report—*

"22. Next comes the outstill system properly so called. The difference between this and the Farming system, described in the preceding paragraph, is that each still, usually with one shop only attached, but sometimes a slightly larger number, is disposed of separately. The right to manufacture at the outstill, and to sell the spirit there manufactured is sold by auction to the highest bidder. And in the original form of this system the control over the monopolist is confined to ensuring that he manufactures and sells only at the places mentioned in his contract. This system is in force in Assam, Burma, and part of the North-Western Provinces and Oudh, and till recently it was the system which prevailed most extensively in Lower Bengal."

As to carrying out the policy of Government which I quote later on from Mr. Driberg's report the Government of India decided that, having regard to the varying conditions of different provinces, it was thought desirable for the present, to leave to Local Governments, full discretion to decide what measures were expedient in each case.

The following orders were circulated to all Deputy Commissioners in the Assam Valley in 1880—see page 209, *Report of Commission*:

"The primary object to be kept in view is not the increase of abkari revenue, but to avoid encouraging the illicit manufacture, and consumption of liquor, by regulating the number of licensed shops in accordance with the demand, and by keeping these shops under vigilant control: to effect this is surely not beyond the power of an energetic district officer. There still remains the objection naturally made by the planters to having shops placed so close to their gardens as to be a source of daily and hourly temptation to their coolies, and from this point of view the Chief Commissioner thinks that the increase in the number of shops last year from eleven to twenty-six was unduly sudden, and that you were insufficiently instructed in regard to the selection of localities for the shops. It was no doubt necessary, in accordance with the Chief Commissioner's desire, to give planters an opportunity of obtaining entire control over these shops, to place them at such convenient distances from the tea gardens as would permit the planters to exercise this control; but you should have been warned at the same time against putting them in such immediate proximity to the gardens as to be an ever present temptation to the coolie."

"When, therefore, you have revised your list of shops and fixed on the localities where licenses are to be granted, you should, in the case of such shops as are mainly for the convenience of garden coolies, and are not situated in large bazars, place yourself in communication with the Managers whose coolies are likely to supply themselves from those shops. You should explain what the objects of the Administration are, and that in order to give the planters full control over the shops, you will give to any one of them who may be willing to undertake the control of the shop, a license at the price received for it last year (this, however, can be altered by you in case of necessity), and that during the year no fresh shops will be licensed. It will then be fully within the power of the planter, through the shopkeeper he may nominate, to prevent his coolies getting more liquor than is good for them, or getting it at inconvenient hours or of deleterious quality.

"SIR JAMES WESTLAND then proceeds to say at page 210—

"(40) The opinion I gather from reading the past history of the matter is that, from the fact of the planters not coming forward with complaints, we have too easily assumed that the policy laid down in 1880 had been sufficiently carried out, and that no occasion for further restriction had arisen. On the other hand, the planters have too often accepted as inevitable a state of things which if they had only brought it to notice, and would give some assistance in putting it right, they would have found the officers of Government quite willing to remedy. It is only by co-operation between the managers and the officers of Government that the evils they allege can be remedied, and it was upon this principle that the Chief Commissioner's orders of 1880 were based. The establishment of the shops was justified upon the ground that the coolies must have liquor and will get it illicitly if they do not obtain it by lawful means. Our hope was that the planters would undertake the control of the shops; but that hope was entirely disappointed, and they apparently would have nothing to do with the shops and, if their present complaints are correct, they will not even do anything to prevent their coolies indulging in excess in the licensed shops.

"(41) Even supposing the state of things is what the planters represent, I do not think we can accept for the Government the entire responsibility for it. It arises at least in part from the fact that the planters remain with their hands folded, and will do nothing either towards the prevention of illicit liquor or the regulation of the traffic in licit liquor. I am afraid that some of them knowingly permit illicit manufacture to go on in their gardens, from a belief that the liquor so prepared, is not so harmful as that obtained from the shops. I think the solution of the difficulty must be in the establishment, in co-operation with the planter, of some *modus vivendi*, based on the fact that the coolies require, and will by some means or other obtain, a certain amount of liquor, and that the arrangements of the Government and of the planters should be combined to ensure that the liquor they get will pay its proper tax, and will not be excessive.

"(42) A circular was issued by the Chief Commissioner 25th June 1889, based on this policy, calling on district officers for full information relating to the matters of which the planters have complained, and directing them to consider, in communication with the planters, what the best remedies are to be applied to any evils they bring to notice. The circular indicates the necessity of co-operation on the planters' part, if any success is to be obtained in the regulation of the sale of spirits.

"(43) The Government of India, in letter No. 1248, dated the 9th March 1889, forwarding copy of a despatch to the Secretary of State on the subject of the outstill system generally, directed the Chief Commissioner to arrange for a careful and exhaustive enquiry into the facts connected with the Excise Administration of Assam. Mr. Fitzpatrick has left on record his recommendation that Mr. Driberg should be placed on special duty during next cold weather for the purpose of taking up the enquiry. The enquiry will necessarily cover the whole ground which has been touched upon in this Note, both the ascertainment of the facts, and the solution of the difficulties. My object in this Note has been to explain in what state matters stand in this province, and thus to indicate generally the matters to which the special enquiry which it is intended to initiate should mainly be directed. The principles of Excise Administration have been fully laid down in several recent letters and despatches, and may be described as generally accepted and recognized; and we also possess both in the enclosures to these letters and despatches and in several recent reports, the experience of the several Local Governments, some of which at least bear upon the questions that have to be solved in Assam.

*Para. 28, page 208 of Report—*

"The objection which the planters have to their coolies leaving the garden and drinking at a neighbouring shop is most natural, and has the Chief Commissioner's sympathy. He would far prefer that the planters should take out selling licenses, and let the coolies fully supply their wants from their own rum-stores, but they do not care to do this, nor would the price probably suit the coolies. But the Chief Commissioner does not think that,

"while over the whole of India an excise system is in force, which professes merely to arrange that purchasers should be free to buy the liquor they want, provided only it pays the excise duty, the Assam tea coolie should be an exception to the rule. The supply has certainly not been forced in advance of the demand; on the contrary it has lagged greatly behind it, and except by giving planters special facilities for controlling the vend of taxed country spirits, the Chief Commissioner does not see how, consistently with the ordinary principles of Excise Administration, the demand for the protection of the coolie from drunkenness can be met.

"It is, however, possible to give the planter a better opportunity of control than he has hitherto had, and it is certainly possible to place the shops where, without being entirely out of reach of the consuming class they will not, as when placed at the entrance to a tea garden, be a daily and hourly temptation to the coolie.

"The directions given were that a strict control should be kept over the shops that if drunkenness or violence occurred the shops should be closed, and the planter allowed an opportunity of taking over the lease without any enhancement of license-fee.

"Para. 47, page 212 of Report—

"The setting of the location of shops upon the principles laid down in the orders quoted in paragraph 28 above, and the fixing of their prices upon the principles here indicated, seem to me to be the chief means at our disposal of exercising a control over the outstill system in this province. Even though planters refuse to take any active part in the control of the supply of liquor, they have special facilities for getting information which would be of use to the district authorities in exercising their control, and they might perhaps be induced, more than at present seems to be the case, to give the district authorities the benefit of their information, especially if we had, as I think we should have, more systematic and constant means of gathering such information."

I may quote a few paragraphs from James Westland's Note to the Government of India on the Excise Problem in Assam in 1889—he remarked: "The planters have for many years imported from 10,000 to 15,000 gallons of rum for issue to their coolies, but as they issue it rather by way of reward than upon actual payment in cash, their issue of it is held not to be within the restrictions of the Excise Act."

As to the statement regarding rum given to coolies as a reward, I may say that the custom now is almost obsolete, rum is now imported almost entirely for sick coolies, and usually an allowance is made for hospitals. At many gardens new coolies who show signs of being anæmic are given a tot of rum and milk once or twice a day. Sir James gave the amount of rum imported at from 10 to 15,000 gallons in 1889. I see the importation for last year is only 4,428 gallons by planters and 430 gallons by licensed vendors.

Sir James gave an extract from the Chief Commissioner's letter of the 3rd November 1880 showing what the policy then adopted was. "The directions given were that a strict control should be kept over the shops, that if drunkenness or violence occurred, the shops should be closed, and the planters allowed an opportunity of taking over the lease without any enhancement of license-fee, also to prevent the planter being ousted by being overbid at the yearly auctions the Chief Commissioner was willing as an experiment to forego the expected increment of revenue, and settle the shops with the planters at the same rent as last year." Sir James remarked that "planters did not come forward as the Chief Commissioner hoped they would" one Deputy Commissioner reported. "The planters have had the opportunity of purchasing shops, and thereby obtaining entire control over them if they wished; they have not availed themselves of this, neither from the replies received are they now willing to take advantage of the concession offered in the Secretary's letter under reply."

I would ask if any one could honestly call the former proposal a "concession?" What would any principal in a manufacturing town say, if, after complaining of the harm a licensed liquor shop was doing to his mill hands, he was told that, as a concession, he would be granted a spirit license himself? Is it reasonable to expect that a planter should turn into a licensed vendor of spirits manufacturing his own liquor? A few planters may have come forward, and taken a license as a last resource, and I understand this was the case; however the matter was dropped on receipt of the following report from the Commissioner dated 3rd June 1882:

"From enquiries made during my recent tour, it is quite certain planters do not wish to have control of liquor shops."

Sir James finished his memo. with the following: "The matter (alluding to planters taking out licenses) therefore dropped, and it was assumed, apparently with reason, that the planters acquiesced in the decision of the Government to tax the liquor consumed by the coolies, and that as they were unwilling to undertake any active part themselves they

"had no objection to raise, to the system of licensed shops for distilled liquors." I am not aware that, planters at any time acquiesced in the present system of licensed shops for distilled liquor, but what I do know is, that if the policy of Government before quoted by me, regarding the cancellation of licenses for drunkenness, etc., had been persistently followed up, there would never have been any occasion for us to have taken up the matter in the way we now do.

It is curious to see how the Government of Assam falls back on the so-called "concession" to planters, for notwithstanding its signal failure in former Administrations, it was again attempted in 1899-1900 by Mr. Cotton, but of course with the same results as before.

Apart from the financial objection to tea estates and companies becoming abkars, practically every Company would have to be reconstructed to allow of its capital being used in a direction not contemplated by its articles! and although one administration after another has admitted the necessity of giving planters a control of the liquor shops at their doors, and advocated the co-operation of the planter as a necessity, if abuses are to be checked, and the Excise Administration made effective; the only possible *effective* control, *vis*, "Inspection control" coupled with certain powers on proof of existence of abuses, has never been offered or suggested.

I will next touch on certain points that came out on the Special Inquiry into the Excise of Country Spirits in 1890.

In this year Mr. Driberg, Officiating Commissioner of Excise, Assam, was deputed by the Chief Commissioner, Assam, to make a careful and exhaustive enquiry into all matters connected with excise of country spirits in Assam.

The principles on which the Government of India based the Excise Administration were stated to be as follows:

(1) That any extension of the habit of drinking among the population of the province is to be discouraged.

(2) That the tax on spirits is to be as high as may be possible without giving rise to illicit methods of making and selling liquor.

(3) That, subject to these considerations, a maximum revenue should be raised from a minimum consumption of intoxicating liquors.

MR. DRIBERG said "I have endeavoured to find out if the drinking classes have increased under our present system, or if people now drink more than they did formerly, and my opinion is that there has been no increase in drinking or drunkenness beyond the normal increase due to the larger number of gardens, and garden population and to the increase in the wealth of coolies, and other classes who have always been in the habit of drinking."

Now as nearly every Excise Report emphasises the fact that the revenue from country spirits is almost, if not entirely, derived from the spirit consumed by the coolie population, the following I think is a significant proof that there is greater tendency to drink than formerly.

The adult garden population for 1889-90 is given as 239,694 and the revenue from country spirits during that year amounted to Rs. 2,73,037.

For 1900-01 the garden adult population is given as 415,560, and the revenue from country spirits amounted to Rs. 6,97,584, or nearly half as much again in proportion to the adult population of gardens.

The HONOURABLE MR. COTTON himself states in his Excise Resolution dated July 1899 that although the number of liquor shops for that year remains about the same, still the amount bid for them shows an increase of upwards of a lakh of rupees, "the rapid development of the revenue under this head is due to the increase of the immigrant population by whom country spirit is almost exclusively consumed."

It has been alleged that the larger revenue from spirit shops is not an evidence of larger consumption, but that it is owing to stricter supervision by excise officers and consequently less illicit manufacture of spirits.

This theory may have held good years ago, but I most certainly deny that it has any force at present. Mr. Driberg in 1890 said that he did not consider that illicit distillation was carried on in either of the valleys to any considerable extent and when we consider the enormous price paid at present by the lessees of the licensed shops we may safely say they are the best excise officers we have, to see that their interests do not suffer, by any illicit stills in the district, or as the commission on excise state, the grant of a monopoly enlists, from strong motives of personal profits, the distillers and shopkeepers with all their local knowledge, on the side of prevention.

SIR WILLIAM HARCOURT and SIR ROPER LETHBRIDGE both considered that too much stress had been laid on illicit distillation, the latter did not "think that any great weight need be assigned to the great bugbear of illicit distillation," and the former that "where the sentiment of the great mass of the people was adverse to that traffic, they would have the greatest security against illicit distillation."

MR. DRISBROG summarized his suggestions as follows:

"(1) That the size of the stills be limited in accordance with the position and value of the shop, and that each shop be obliged to have its own still.

"(2) That the upset price of each outstill shop be fixed after careful enquiry in the manner indicated, a higher price being fixed for the larger shops, and that the fee should bear a direct relation to the profits of the shop. No shop (except on the frontier) should pay a license-fee of less than Rs. 300 per annum in the Surma Valley, or Rs. 240 per annum in the Assam Valley.

"(3) That certain shops be closed; no new shops to be opened without full enquiry as to its necessity, and after obtaining the views of the residents of the neighbourhood, and only with the sanction of the Commissioner of Excise.

"(4) That wherever possible, no shop be located inside a large market place or hât frequented chiefly by garden coolies, but that it be situated half a mile to one mile outside the hât, and on the side where there are fewest gardens. This I propose in order to prevent coolies, who go to the market for the purpose of buying food, being tempted to drink, and I also suggest that wherever a shop is located in or near a large hât, the police be always in attendance on hât days to prevent any drunkenness or misconduct.

"(5) That a minimum price for the sale of country spirits be fixed and that this price be 6 annas per ordinary quart bottle.

"(6) That a Deputy Collector, and an Excise Inspector (with a sufficient number of Excise peons) be attached to each of the districts of Sylhet, Cachar, Sibsagar, and Lakhimpur, their duties to be more clearly specified separately."

I do not think it is sufficiently realized that the revenue derived from drink comes out of the pockets of the coolies who are acknowledged to be almost the only consumers of liquor; they have to pay (first) the value of the liquor, (secondly) the revenue from the liquor-shops, and (thirdly) the profits earned by the abkars; it follows therefore that the less coolies spend in liquor the more prosperous they must be, and they would certainly be in far better position of contributing to the expenses of the nation; and it also follows that so long as every facility is given them of drinking to excess, as under the present system their wages will be, and remain in reality, and not merely on paper, "a miserable average pittance." It is urged by many that Government cannot sacrifice such a revenue, as it now receives from excise, for the sake of temperance. Those who bring this forward, to support their views, could never have seen the orders issued to revenue officers in India in 1838.

It ran as follows:—"It cannot be too strongly urged upon collectors that the object which Government has in view, is to restrain, and if possible to correct and diminish the total actual consumption of spirituous liquors whether clandestine or licensed, being fully persuaded that any amount of revenue that may be lost by the efficiency of the system for this end will be repaid one hundredfold in the preservation and advancement of moral feelings and industrious habits among the people."

In 1890 the Government of India admitted to the Secretary of State that an error was committed in so greatly extending the outstill system after 1877.

MR. COCKERELL, member of the Board of Revenue, said in 1884: "In the general opinion of the district officers as well as of non-official Europeans, and respectable native residents, the introduction of the outstill system has been accompanied with a decided increase of drinking and drunkenness."

It is the greatest mistake to say that drinking and drunkenness have for many years been rife in India. We know from experience that new coolies are not usually given to intemperate habits, but they acquire them after being in the country a few years. The Government of India themselves say in a despatch dated June 25th, 1887, that "judged by an European standard, the people of India are a remarkably abstemious people, drunkenness, in the English sense of the term, hardly exists in India." *If this truly describes the state of India generally, surely Assam, from the facts now laid before us, has degenerated in a very marked degree.*

In the Government of India's letter dated 4th February 1890 to Her Majesty's Secretary of State for India, it was said "that it was a matter for regret that the statements made in the debate on the Indian excise system should have been inaccurate and misleading."

This was in answer to the following resolution passed by the House of Commons, *viz.*, "that in the opinion of this House, the fiscal system of the Government of India leads to the establishment of spirit distilleries, liquor, and opium shops in large numbers of

"places, where till recently they never existed, in defiance of native opinion and the protests of the inhabitants, and that such increased facilities for drinking, produce a steadily increasing consumption, and spread misery and ruin among the industrial classes of India, calling for immediate action on the part of the Government of India with a view to their abatement."

I believe that if the Government of India had been cognizant of the actual working of the outstill system in Assam, an answer such as that above quoted would never have been given to the Secretary of State.

Sir James Westland accuses us as having too often accepted as inevitable a state of things which, if we had only exposed them, the Government of Assam would have been only too glad to have come to our assistance, we are also told that we have remained with our arms folded, and would do nothing either towards the prevention of illicit liquor or the regulation of the traffic in licit liquor. That there has been in past years a certain amount of apathy on our part I will not deny, but at the same time I most emphatically state that district officers have had too much regard to the revenue derived from excise to take the precautions they might have, to see that the principles laid down by the Government of India were complied with, and I am supported in this statement by paragraph 5 in the Secretary of State's Despatches dated 16th May 1889, and also in the Despatch dated 19th April 1888. See pages 74 to 77 of this file. Alluding to increase in revenue the Excise Commissioner in his report for 1898-99 says: "During the past year all districts, except Goalpara, Darrang, and the Khasia Hills, in which there was a decrease, contributed towards the increase. Taking the districts in the order of their increase, it will be found that Lakhimpur heads the list, with a very large increase of Rs. 53,099 or 53.57 per cent. This increase was not due to any increase in the number of shops, but to keen competition amongst the Mahaldars, in anticipation of larger business, owing to the increase in the foreign population of the district, and also to the interest taken by the late Mr. Duncan in the settlement of shops. This increase, though large for one year, is not disproportionate to the increase in the foreign element of the district." Mr. Davis then gives the immigrant population on the tea gardens for the past five years:

1893-94	91,218
1894-95	93,707
1895-96	101,243
1896-97	108,251
1897-98	124,943

On checking these figures, I find they do not agree at all with the Immigration Report for 1898; at page 15 of the Immigration Report for 1897 the following totals are given for Lakhimpur:

Act coolies	46,428
Non-Act coolies	35,529
	81,957
Children	3,451
Total	121,458

for 1898, the following figures are given:

Act coolies	45,781
Non-Act coolies	39,193
	84,974
Children	43,059
Total	128,033

Now we have an increase in the adult population for 1898 of only 3,017 adults. should say therefore that an increase of 53.57 per cent. in excise revenue was most disproportionate to the increase in the foreign element of the district and from this increase in revenue Mr. Duncan got kudos; Captain Herbert also comes in for praise for an increment in revenue (see page 11, Excise Export from 1898-99).

The Honourable Mr. Cotton in his letter to Mr. Anderson says that few complaints were made to him in his tours. Until very lately records have not been kept of complaints; the complaints and cases recorded\* at the end of this memorandum are for the most part those that have occurred during the last six months, and I have no hesitation in saying that they do not represent one half of the cases that have actually occurred; I trust however we shall not again be accused of accepting the inevitable or keeping our arms folded, if we are, we must redouble our exertions to prove our case.

\* Not printed.



I do not think it is generally known that the liquor question in Assam was the subject of discussion in the House of Lords in May last (see pages 79 and 80), and I also give an extract from the "Abkari" on the same pages.\*

GENERAL MCGREGOR, C.B., D.S.O., Commanding the Assam District, wrote me on the 17th June last regarding the rum supplied to the Assam regiments; he said, "The only two regiments which are supplied with rum in the Assam District are the 43rd and 44th Gurkhas; the rum is obtained on payment from the Commissariat, Calcutta; I don't know where it is got from originally."

"The Gurkha regiments have been supplied with rum on payment for many years (quite 20) and rum was got up so that men should have a decent sort of liquor, and not be obliged to drink the vile hill liquor. I can quite imagine that the liquor in the plains of Assam is equally injurious." I understand these Gurkha regiments have their canteen which are closely supervised by a committee of native officers with British officer as President, a wholesome liquor is supplied made up to a certain strength, and no man is allowed to get more than a certain quantity at one time.

Can there be more overwhelming proof than this, that the liquor made at the out-stills is generally unfit for human consumption?

His Excellency the Viceroy in his address to the Army Temperance Association at Simla in June last sounded a very certain note on temperance in the Army, which cannot but equally apply to labour all over India "none will decay," His Excellency said, "that a sober soldier is better than an intoxicated one, and a moderate drinker than a hard drinker, and a total abstainer better than all." "If," His Excellency continued, "every Commanding Officer in India were told that he himself would be judged by the sobriety of his regiment, and that a flourishing canteen fund would be looked upon as a mark of a bad colonel, it would be a most excellent thing." I will take the risk of censure, when I say, that this remark of His Excellency's should apply in the same way to the administration of excise in the Province of Assam.

I will now make a summary of the various proposals that have been made, many of which are most practical, and if adopted would I think place the Excise system on a much sounder basis than it is at present.

(1) *Perhaps the most serious charge made by medical officers of the valley is, that in many instances the water used for the manufacture of spirit is of the filthiest description, being the drainage from the surrounding houses. It should be a sine qua non that unless the license holder can show to the satisfaction of the Civil Medical Officer or to any other officers appointed for that purpose, that he can secure throughout the year a good supply of pure water, his license should be withheld.*

(2) *That grog on no account should be sold in or near a hāt where a large number of coolies are collected. This was a suggestion of Mr. Driberg.*

(3) *That unless accurate accounts are kept by the abkars showing the quantity of liquor manufactured and sold, the lessee should have his license cancelled. (These accounts if ever furnished by abkars are intentionally misleading and incorrect.)*

(4) *That drunkenness should not be allowed either within or near the abkar's shop (the present form of license does not permit any drunken person "to remain in his shop"), and that on being twice convicted of permitting drunkenness, and disorderly conduct in or near his shop, his license should be cancelled.*

(5) *That not more than one bottle of a certain proof should be sold to any one coolie at a time. At present any person can purchase no less than six bottles at a time.*

(6) *That the liquor sold should be of a certain fixed proof, without this it seems worse than useless fixing any price on a bottle. (The present price is 0-6-0.)*

(7) *That on any deleterious matter being found with the grog on analysis, the vendor should at once forfeit his license.*

(8) *That a certain fixed distance from gardens should be laid down for the site of grog shops.*

(9) *That coolies should get permit tickets from Managers before they could get grog. (I do not myself see how this could be worked.)*

(10) *That police should always be in attendance on hāt days to prevent drunkenness or misconduct. This was also suggested by Mr. Driberg.*

(11) *That the supervision over grog shops should be far stricter than it is at present. Mr. Driberg suggested that there should be a Deputy Collector, and an Excise Inspector with powers for each district.*

\* Not printed.



(12) That medical officers of tea estates should be invested with special powers to inspect grog-shops, and to suspend the licenses of Abkars for one month, with the approval of the Deputy Commissioner.

(13) That more use be made of District Committees of the Tea Association to enquire locally into breaches of the Excise Act or non-fulfilment of stipulations laid down in licenses.

(14) That grog shops be closed earlier on Sundays, say 4 p. m., and that grog shopkeepers be prohibited from giving nautches and tamashas at or near their shops.

(15) Last, but not least, I see a few propose the total abolition of grog shops.

I think I have now summarised all the proposals made, and submit they are in the main both sound and practicable.

I cannot close this memorandum without regretting exceedingly on behalf of the Assam Branch Indian Tea Association that we have to place such a formidable looking file before His Honour the Chief Commissioner, so soon after his arrival in the province. We can however assure His Honour that we are fully aware of the intricacy of the question, but if by mutual assistance we can relieve the Government of Assam of any of the difficulties of the situation, we shall be only too ready to do so.

Circular No. 27-R., dated Shillong, the 22nd August 1902.

From—R. C. HENNIKER, Esq., Officiating Secretary to the Chief Commissioner of Assam.

To—The Deputy Commissioners of Labour Districts, Assam.

I am directed to forward, with the following remarks, a copy of a memorandum on the excise administration of Assam which has been written by Mr. J. Buckingham, C.I.E., and has been forwarded for the consideration of the Officiating Chief Commissioner by the Assam Branch of the Indian Tea Association.

2. Within the last twenty years the excise arrangements of Assam have been four times subjected to examination. In 1880 a discussion which followed the publication of some criticisms in the *Englishman*, led to the formal adoption of the plan of inviting planters to themselves manage liquor shops which supplied their coolies. In 1886, and again in 1889, Assam, in common with other Indian Provinces, reviewed its excise administration in consequence of a representation that was submitted by the British and Colonial Temperance Congress and in pursuance of a resolution that was passed by the House of Commons. And in 1890, Mr. Driberg, the then Commissioner of Excise, conducted some special enquiries, which were the outcome of complaints formulated by Messrs. Finlay, Muir & Co. It cannot, then, be stated that the question has not received a good deal of consideration; but having regard to its importance, Mr. Fuller is quite willing to reopen it.

3. There are two conclusions, however, which he holds to have been finally established by the investigations that have already been made. The first is that the imported coolie population of the province is mainly recruited from classes who are in the habit of drinking fermented or distilled liquor, and that, in affording them opportunities of obtaining liquor in Assam, the Government is merely supplying an existing want, not creating a new one. This conclusion Mr. Fuller can endorse from his personal acquaintance with the classes from whom a very large proportion of garden coolies are drawn. The reality of the demand for liquor may be inferred from the correspondence that exists between the consumption of the Assam and Surma Valleys. Thus, taking the male adult immigrant population living on tea gardens or outside them, the incidence of the excise revenue per head is Rs. 2.7 and Rs. 2.6—or about 34 per cent. of the coolies' average income—in Lakhimpur and Cochar, respectively, and Rs. 2.4 and Rs. 2.2 in Sibsagar and Sylhet. The second conclusion is that if coolies are denied excise liquor, they will brew rice-beer, and that there can be a great deal of drunkenness and demoralisation on tea estates which are quite unaffected by licensed liquor shops. There is a passage in Mr. Buckingham's memorandum which may be taken to imply that the tea-garden coolie is naturally an abstemious man. This is a view which, in Mr. Fuller's opinion, is quite untenable. Moreover, certain of the views which are referred to in the memorandum are coloured by the idea that coolies can be or should be altogether prevented from drinking. This is a reform which is both hopeless and unjustifiable. The Officiating Chief Commissioner can see no reason why we should expect a higher standard of restraint amongst the coolies on a tea garden than amongst the labouring classes in Europe.

4. Reference has already been made to the willingness of the Administration to settle with planters the shops which supply their gardens. This expedient has not found favour with the planters of the Assam Valley. The objections which are taken to it by Mr. Buckingham do not appear to be convincing, and it would seem difficult to find a more reasonable proposition than that a tea garden may conveniently include a canteen

for the coolies employed in it. This opinion is, moreover, borne out by practical experience in the Surma Valley, where, it is understood, the objections to garden shops are not appreciated and where many shops have been successfully taken under garden management. I am to ask you to discuss this question with some representative planters of your district and to ascertain their views. An important issue depends upon it. Where abuses now occur they can probably be effectually remedied only by the cancellation of some liquor dealers' licenses: dealers readily combine, and it is quite possible that no one would be forthcoming to take up a cancelled license. In these circumstances, the hands of the Government would be greatly strengthened were planters willing to take up leases. The alternative would be direct management by Government which, while not altogether out of the question, is obviously open to serious objection.

5. A second point of importance upon which I am to ask for opinion is as to the "distance" limit. The rule in force is that "no liquor shop should ordinarily be in a bazar or at the entrance of a bazar nor near a bathing ghât or place of public resort, school, hospital, place of worship, factory, the interior of a village, the side of a road leading to a bathing ghât, or a place of water-supply." The rule makes no express reference to tea gardens, because, apparently, the planting community is not agreed upon the question whether it is in the interests of a garden that a liquor shop should be close to it—or indeed within its limits—so as to be readily watched, or should be at some distance away, so as to offer no immediate temptation to the coolies. Mr. Buckingham recommends that a "certain fixed distance from gardens should be laid down for the site of grog shops." But where gardens are numerous, shops must obviously be nearer some gardens than others; and, moreover, it would be difficult to lay down a hard-and-fast rule unless there was some approach to unanimity as to the principle to be adopted. Mr. Fuller would be glad if you would discuss this question also with some representatives of the planting community and inform him of their opinion and your own. Believing, as he does, that scandals can be only prevented by supervision, he cannot but think that if planters realised that their complaints would receive prompt attention, they would prefer to see shops near their gardens than at a distance from them. But Mr. Fuller no doubt does not appreciate all the bearings of the question. Mr. Buckingham's recommendations include one that liquor should not be sold in or near a bazar. This seems to be already provided for by the existing rule. But I am to ask for information as to the actual facts of current practice in your district. Your advice is also requested upon the recommendation that shops be closed early on Sunday afternoon, and that the shop-keepers be prohibited from giving the coolies *tamashas*. If drunkenness is stopped, very early closing would hardly seem necessary. *Tamashas* are presumably only given on rare occasions, and the need of prohibiting them is doubtful. Garden coolies have very few pleasures.

6. Two recommendations of Mr. Driberg's which were accepted in 1890 were that caution should be exercised in opening new shops, and that liquor should not be obtainable at a cheaper price than 6 annas a bottle. That practical effect has been given to the first of these counsels is evident from the fact that although the male adult coolie population has increased by 30 per cent. during the last ten years the number of liquor shops has risen by 10 per cent. only, so that the growth of the excise revenue cannot fairly be attributed to the increase of facilities for obtaining liquor. But it is quite clear that the minimum price rule is constantly broken. A rate of 6 annas a bottle is no doubt high: the Bengal Excise Commission of 1883 recommended that the minimum price should vary with the locality, being nowhere below two annas a bottle. The Officiating Chief Commissioner desires, however, that the existing rule be strictly enforced. Small fines are useless as deterrents, and the proper remedy is to cancel the license and forfeit the earnest-money of a prominent offender. Very few such punishments would suffice. In connection with this question, the Officiating Chief Commissioner would be glad to learn whether a lower limit than six bottles might not reasonably be fixed for the maximum quantity which may be sold to a single person. A proposal to fix the maximum at three bottles was considered and negatived three years ago, but Mr. Fuller is unaware of the arguments upon which this question turns. *Prima facie*, six bottles are certainly too large a quantity to be sold to a single purchaser. Does the case in favour of this limit rest upon the fact that coolies habitually purchase for others besides themselves, or is so high a limit permitted in order to enable a coolie to purchase a week's supply each Sunday? Mr. Buckingham would have the limit reduced to one bottle. This would be a very large departure from present practice, and would probably only be fair in the case of shops which are situated within or close to tea gardens.

7. It is feared that there is good foundation for the complaint that in some localities a scandalous amount of drunkenness is to be seen amongst the coolies returning from the liquor shop. Mr. Fuller thinks that the critics would have been less severe had they carried their memory back to what they must have seen in some English towns on a Saturday night. But he holds that scenes such as are described in these papers cannot but be taken to discredit the districts in which they occur; and their occurrence must be prevented in future even at the cost of some loss of excise revenue. He realises the difficulties of the position. The employment of police as excise men may not improbably lead to black-mailing, but he would be glad to learn how far police are now employed to keep

order at weekly bazars, and whether they should be more extensively employed in future. It is probable that drunkenness can be effectively stopped only by holding the licensee of the shop responsible for its non-occurrence, but logically one can hardly hold a 'liquor-seller answerable because coolies club their purchases and drink to excess outside his shop. Mr. Fuller thinks, however, that the existence of a public nuisance should be made a ground for cancelling a license, though it would be scarcely fair to forfeit the earnest-money unless it could be proved that liquor was supplied to men who were already the worse for it. I am to ask for an expression of your opinion on this point.

8. Another complaint which is entitled to much consideration is that the liquor is bad, and deleterious to health. Analyses effected during many years past have failed to show that the liquor is adulterated. But they have not touched upon the proportion of noxious alcohol (commonly known as fusel oil), and it is observed that the analyses which are quoted by Mr. Buckingham also fail to give definite information on this point. Fusel oil may occur in poisonously large quantities in liquor which is distilled at a high temperature, and the means of determining quantitatively its presence is now receiving the Officiating Chief Commissioner's consideration. It may be observed in this connection that the conditions under which liquor is distilled in this province would probably render it impossible to prescribe definite standards of strength for all liquor offered for sale. But this is a point which might be considered by you and be touched upon in your reply.

9. Much stress is laid upon the need of insisting upon the use of good water in the manufacture of liquor. It is, of course, desirable that clean water should be used, though the Officiating Chief Commissioner opines that distillation must rid water of most impurities. I am to ask whether any practicable conditions could be usefully imposed upon licensees in this connection. There is no reason why a liquor shop should not be kept neat and clean, and such insanitary surroundings as are described in some of the annexures to the memorandum should not be tolerated.

10. It seems probable that, to ensure the observance of the rules, liquor shops require closer supervision than they have received in the past. The sale accounts are admittedly often unreliable. The employment of a low-paid inspecting agency would be ineffective except in diminishing the profits of the licensees, and inspectors' posts must be well paid and be filled by reliable officers. The Officiating Chief Commissioner has now under consideration the question of appointing some special officers to assist Deputy Commissioners in their excise arrangements.

11. There remain two recommendations,—that the medical officers of tea estates should be invested with powers to inspect liquor shops and to suspend licenses for a month with the Deputy Commissioner's approval; and that the services of the District Committees of the Tea Associations should be utilised to make local enquiries in breach of the excise law and rules. The Administration will cordially welcome the co-operation of planters and medical officers in protecting coolies against the supply of an excessive amount of liquor or of bad liquor, and the Officiating Chief Commissioner is confident that definite information which is furnished to the Deputy Commissioner will be received without cavil and will be promptly acted upon. So far as he has been able to ascertain, complaints have been by no means numerous in the past. But I am to observe that it is expected that any information which may be given will be first hand, and will not be gathered from the reports of garden subordinates. The licensees are themselves entitled to some consideration, and it would not be fair to them to accept as reliable complaints which would very often merely be used as a means of black-mailing. Complaints of liquor shop management should be separately registered in each district and subdivisional office, and a note should be entered in each case of the action taken and of its result. It would hardly be possible to invest the Managers or medical officers of gardens with any direct authority over liquor shops.

12. I am to request that your reply to this letter may be despatched through the Commissioner of Excise not later than the 1st January next.

*Memorandum, dated the 27th March 1903, by Mr. J. Buckingham, C.I.E.*

I must first acknowledge the courtesy of the Honourable the Chief Commissioner in allowing this matter to stand over until my return to Assam. Before proceeding, however, to discuss the various proposals put forward for the better administration of excise in Assam, I should like it to be distinctly understood that my impression is, and always has been, that, with a little mutual concert, the Assam Administration and planters could greatly minimise the abuses of the liquor traffic, and put the whole system on a better footing. I endeavoured to impress this upon our friends at home, who are only too anxious and ready to come forward and help us.

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The subject certainly did get into Parliament, but Mr. Caine, M. P., just before I left England wrote the following to me: "I shall not take the matter to a division, because, as an enquiry is in progress, it would not be fair to the Government of India." I believe we have in the Honourable Mr. Fuller a Chief Commissioner who fully realizes the evils of the present excise system, to him therefore we must go first; if we are not satisfied with his decision, we can appeal to the Viceroy, and as a last resource we have many friends, Members of Parliament at home, who will take our cause up to the bitter end.

Our only apology therefore to the Honourable Mr. Fuller is, that the evils of the present excise system were constantly laid before our late Chief Commissioner, both by myself and other planters with little or no result.

On the 3rd October 1899 I wrote a long circular, and among other things said—"The combination of interests which for the last few years has been a special feature in the Assam Valley justifies a belief that if the liquor question is revived and fought out, it is absolutely certain that radical changes will be made, even if we have to go to the Secretary of State, and it is with this certainty that I call on all those interested in the question to collect as many proofs as possible of offences against the excise laws."

In July 1900 the subject was again brought forward by me at our annual meeting, and another circular was issued by me which resulted in the memorandum now under discussion. I think therefore Earl Percy was wrong when he said in his maiden speech on the 11th of November last—"But the *fons et origo* of the agitation was really the lack of an adequate labour force." How could this be, when in 1900 the labour force in Assam was higher by 20,000 coolies than it ever had been before, and 62,733 immigrants were imported, against 31,908 the previous year?

Again our late Chief Commissioner, Sir H. Cotton, said that the agitation on the liquor question was only a red herring drawn across the trail, alluding to the controversy we had, when Act VI was before His Excellency's Council. Why we had taken up the liquor question in earnest two years before the Act was passed. Mr. Labouchere made the same remark, but we can excuse him, because he was ignorant of facts, not so Sir H. Cotton.

In 1898 Mr. Anderson, the President of the Tea Association, Calcutta, bitterly complained to Sir H. Cotton of the Excise system. (In that year the revenue demand jumped from Rs. 92,059 to Rs. 1,42,788.) Sir H. Cotton merely said that he did not think there was much to complain of, and at the same time stated he "fully recognised the general grievance, but upon such general statements as made in the correspondence, it would be useless to take further action."

In 1889 in answer to various complaints *re* liquor shops, the Chief Commissioner recommended Managers of gardens to make certain restrictions on drinking, a condition of a coolie's services; that the coolie should be restricted to such quantity of liquor on any one day as might be fixed by the Manager. In practice I think this would have been impossible; we were told also "that steps were being taken to reform the outstill system generally, but that it was a very difficult and complicated matter, and that it would take some time." Truly it has taken some time.

I simply give the above facts to show that the measures we have lately taken were not the outcome of any sudden burst of feeling, or that it was in any way "a red herring drawn across the trail." The matter had been brewing for years.

#### RECOMMENDATIONS.

The Honourable the Chief Commissioner in his letter to all Deputy Commissioners, dated the 22nd August 1902, treats very fully of the recommendations in my memorandum.

Since however the memorandum was published, the experience I have gained in talking the matter over with so many practical men, together with further suggestions made by District Committees, and last but not least, some excellent suggestions made by newspaper correspondents, especially two letters published in the *Englishman* of the 27th January and 4th February enables me to add recommendations which I hope may be duly considered by the Chief Commissioner.

##### 1.—SUPERVISION.

All agree that the present supervision of liquor shops is next to useless. We propose therefore that there should be a separate Excise Department. We doubt much if this could be worked by the subordinate branch of the police. We would suggest that there should be Deputy Collectors and Excise Inspectors, corresponding in rank to Extra Assistant Commissioners in the Provincial service, and that it would be their duty to see that the law is strictly enforced.

Inspectors should strictly enforce the price limit. They should frequently have the liquor tested. They should also report if any serious cases of drunkenness occur near the abkar's shop.

I may mention that Mr. Driberg who was deputed in 1890 to make a full enquiry into excise in Assam, strongly recommended what we have now suggested regarding Deputy Collectors and Excise Inspectors with a sufficient number of excise peons, he must therefore have been fully convinced in his own mind that the present supervision was lamentably inadequate.

2. The medical officers in the district should be asked to co-operate with Government in bringing to notice breaches of the Excise Act. They should have power to inspect liquor shops and their surroundings; they should also be allowed to inspect the books of the Abkar. In cases where there is no medical officer within 10 miles an employer of labourers should have the above mentioned powers conferred upon him. The Chief Commissioner remarks in his circular that it would be hardly possible to invest medical officer with any direct authority over liquor shops, if such is impossible, inspections such as proposed might be allowed.

3. That no new shops should be opened without consulting local opinion, i.e., the employers of labour in the vicinity.

The sites also for grog shops should be subject to the approval of planters in the vicinity. There would I think be a great difficulty in defining any distance a grog shop should be from a factory.

The removal of any grog shops should however be conceded, should planters show that they are a public nuisance.

4. That when there is no good water to be had near a grog shop the Abkar should be enforced to make a well at his own expense, or to distill the water he uses for mixing with liquor.

5. That no grog shop should be allowed within a mile of any place of public resort such as a hât, and that the holder of the license for manufacturing spirits shall not be allowed to effect the sale of spirits at any other place, but at the shop, for which the license is granted. This latter recommendation is supposed to be in force under clause V of the Abkar's license, but immediately afterwards under clause VI this rule is annulled by stating that he can remove the produce of his still to any place with a pass from the Deputy Commissioner.

I may state that rule V is constantly ignored, and liquor is sold *ad libitum* in many hâts, where coolies congregate in immense numbers, and instead of spending their money on wholesome food, they are tempted to purchase liquor.

Here we are only bringing forward again a suggestion of Mr. Driberg's, he would not have a grog shop even on the garden side of a hât, much less would he therefore have countenanced the sale of liquor in a hât.

Any more stringent rules framed about disallowing drunkenness, in or near a shop, would be quite ineffectual, if spirits are allowed to be hawked about away from the shop.

6. That all liquor shops should be closed on Sundays at 2. P.M. or on any other day the Deputy Commissioner thinks advisable when serious objections are raised by the planting community in the vicinity.

7. I should like to call particular attention to Messrs. D. Waldie & Co.'s remarks\* regarding the injurious effects of fusel oil, and the large amount of this oil which was found in the spirit they analysed, we cannot but call for the serious attention of Government to this, and we would ask the Chief Commissioner to consider if it is not possible to adopt some measure such as compulsory bonding, so as to check the evils of the consumption of newly made spirits. I may mention that this was made a great point of in England both in the majority and minority reports of the Royal Commission on the licensing laws.

8. The clauses in the Abkar's license regarding drunkenness are not stringent enough. By clause XIII he certainly has to prevent drunkenness, but by clause XI, if any unfortunate individual does get drunk, he has at once to turn him out of his shop, clause XI seems to me, therefore, to condone clause XIII. There should certainly be a distinct penalty for permitting drunkenness or for selling drink to drunken persons, also, that if drunkenness exists in and about the neighbourhood of the shop, the licensee should be liable to have his license cancelled.

With regard to a penalty for permitting drunkenness, I see that it was very strongly urged in the Royal Commission Report that the onus of proof for permitting drunkenness should be on the publican, that is, the license holders should be required to prove that he and the persons employed were ignorant of the drunkenness, and took steps to prevent it; both here and at home the burden of proof rests with the police, and it is exceedingly difficult for them, under the present law, to prove even palpable cases.

\* Not printed.

9. That there should be a prohibition of sale of liquor to habitual drunkards, and that any Abkar selling to any one declared to be an habitual drunkard should be liable to a fine and on a second conviction to have his license cancelled.

Two convictions should be sufficient for a man to be declared an habitual drunkard.

10. That the Abkar license should plainly define all the rules and penalties under which he accepts the license; it should also include a clause to the effect that any one giving such information as would lead to the conviction of the licensee for any breach of rules would be rewarded.

A copy of the license should be placed in some conspicuous place outside the Abkar's shop in English and vernacular.

11. As regards a proposition to have a central distillery system, I may state that this has been already tried in Assam, and proved a failure, but I have a proposition to make which I am inclined to think might be received favourably, not only by employers of labour but also by Government; and it is, that the canteen system be tried at a few gardens on almost the same principle that a canteen is arranged for in native regiments.

At first I should put no prohibition to coolies getting liquor from shops, it would simply be a matter of choice, three bottles of inferior liquor at Rs. 1-2-0, or one bottle of sound wholesome liquor at about Rs. 1-6-0.

In paragraph 4 of the Honourable Mr. Fuller's letter he says, "The objections which are taken to it" (alluding to the willingness of the administration to settle the shops with planters) "by Mr. Buckingham do not appear to be convincing and it would seem difficult to find a more reasonable proposition than that a tea garden may conveniently include a canteen for the coolies employed on it." I think there is a great difference between distilling liquor and selling it, and simply selling liquor retail, or in other words having what I believe is customary in every regiment a barrack tavern, usually called a canteen. I understand that at present there is no prohibition whatever to planters importing liquor and selling it to coolies, provided it is not sold at a profit, but I am not aware of this system being adopted to any such extent, that one could call it a canteen.

In placing this memorandum before the Chief Commissioner I think I have dealt with all the practical proposals that have come before me, they may however in some instances be slightly modified.

No. 2015 S. R., dated Calcutta, the 26th March 1904.

From—E. N. BAKER, Esq., C.S.I., I.C.S., Secretary to the Government of India, Finance and Commerce Department,

To—The Honourable the Chief Commissioner of Assam.

I am directed to convey the following observations and orders of the Government of India on your report, submitted in Mr. Monahan's letter <sup>130-Finance</sup> <sub>1903</sub> F., dated the 25th August 1903, regarding the complaints made by Mr. J. Buckingham, C.I.E., Chairman of the Assam Branch, Indian Tea Association, against the excise administration in Assam in respect of the sale of country spirit.

2. I am to say at the outset that the Government of India are satisfied from the evidence which has been collected by Mr. Buckingham and from the reports\* of local officers which accompanied Mr. Monahan's letter that drunkenness does prevail to an undesirable extent among the garden coolies in Assam, and that they would deprecate any attempt to excuse or belittle the evil. In particular they are not disposed to accept as possessing great force the argument set forth in your Circular No. 27 R. of the 22nd of August 1902, and again in the opening paragraphs of Mr. Monahan's letter, to the effect that the coolies come to Assam with a taste for liquor acquired in the provinces from which they are recruited. The Government of India doubt whether there are sufficient grounds for describing the immigrants as "habitual drinkers" in their own country, and they find it admitted by many local officers, among whom may be mentioned Mr. Lees, the Deputy Commissioner of Darrang, and Mr. Davis, the Excise Commissioner, that many of the coolies only take to country spirits after their arrival in Assam, and that others who formerly drank in moderation now drink to excess. The various counterpleas which have been put forward in your report do not seem to the Government of India to invalidate the general conclusion that the system pursued in Assam does induce the habit of drinking to excess where it did not formerly exist, and does aggravate the taste for liquor, by furnishing and multiplying the opportunities of obtaining it, where that taste has already been created or may hitherto have lain dormant.

3. The Government of India are further unable to accept the argument that, if the coolies were deprived of excise liquor and driven to consume rice-beer, the consequences

\* Not printed.



would be still more demoralizing. While agreeing that a system under some control is better than a system under none, they are not prepared to admit that home-brewed fermented liquor is in general as harmful a drink as spirits distilled after country methods and under practically no supervision.

4. Similarly the proposition is not accepted that drinking among the coolies is not generally injurious, and that a certain amount of liquor is even positively beneficial. Even if the latter statement is true, it is beside the point, for it is not proposed to prevent the consumption of liquor altogether, but merely to prevent the sale of noxious liquors and to check excessive drinking. The Government of India prefer frankly to recognize the gravity of the evil, and they are disposed to welcome all practical suggestions for mitigating it.

5. A long step forward would be made if the central distillery system could be introduced into Assam. That system possesses substantial advantages, in that it enables the strength of each issue to be tested and regulated, and that it gives to the Government some control over the methods of manufacture, thus rendering it possible to effect improvements in the quality of the liquor. Under this system moreover, the duty, as distinguished from the vend fees, is proportionate to the quantity of liquor consumed, and the inducement to the distiller to push his sales is therefore less than under the outstill system. You point out that the facilities for illicit distillation which exist in Assam form a serious obstacle to the success of central distilleries, and a further objection presents itself in the length and difficulty of communications in the greater part of the province. The Government of India regretfully acknowledge the force of these objections, and for the present they regard them as fatal to any radical or universal change of system, a measure which, it may be observed, is not advocated by the planting community itself. You say, however, that you would be willing to give the central distillery system a trial in one sub-division, were it not for the great difficulty of preventing liquor from adjacent outstill areas from competing with the produce of the central distillery.

6. The smuggling difficulty, however, is not insurmountable, and has been met in other provinces, where the two systems exist side by side, by the following measures:—

- (1) the organization of an efficient preventive force;
- (2) the careful adjustment of the central distillery and outstill prices of liquor;
- (3) the removal of the outstills as far as possible from the boundaries of the distillery area; and
- (4) the compulsory colouring of either the distillery or the outstill liquor so as to facilitate its detection outside the area of legitimate supply.

There appears to be no reason why these measures should not be successful in Assam, and I am therefore to ask that one more attempt may be made to introduce the central distillery system. Your proposal to try it in one sub-division only appears to the Government of India to be too small a beginning, and they consider that the experiment should be given a full and fair trial in the whole of one or more selected districts. They would be willing to entertain proposals for any special preventive establishment that may be necessary to the success of the experiment.

7. Even should the central distillery system eventually prove to be feasible, it will still be necessary to introduce closer control and supervision over the retail shops. The proposals summarized by Mr. Buckingham indicate some of the lines on which reform may proceed, and the Government of India are glad to find that you have been able to accept so many of his valuable suggestions. I am now to refer in detail to these suggestions, following the order in which they are put forward in Mr. Buckingham's first memorandum.

8. "(1) It should be a *sine qua non* that unless the license holder can show to the satisfaction of the Civil Medical Officer or to any other officers appointed for that purpose, that he can secure throughout the year a good supply of pure water, his license should be withheld."

You propose to ensure the supply of good water by granting licenses for three years instead of for one year, on condition that the licensee provides the outstill with a good well. The Government of India have no objection to this proposal: they are in fact prepared to go further, and they authorize you to provide a well at Government expense in any case in which you think it necessary to do so.

9. "(2) That grog on no account be sold in or near a *hāt* where a large number of coolies are collected."

You point out that the existing rule is consonant with this suggestion, but that difficulties are met with in carrying it out. You observe that the provision in this rule for consulting local opinion as regards the sites for liquor shops is a most salutary one, and that it will be carefully observed in future. It would seem therefore that the rule has not been strictly enforced in the past, though the Provincial Excise Reports give a contrary impression. I am to request that much more detailed attention may be given to the administration of this rule in the future. It is not sufficient that the district report should contain a more general statement, possibly as a matter of form, that local opinion has been consulted. The district officers should be required to state precisely what measures were taken in respect of the location of each individual shop, whether new or old; and if in any case a shop should be established, or an old one retained on a site to which strong objection has been raised, the reason for overruling the latter should be placed clearly on record.

10. "(3) That unless accurate accounts are kept by the *abkars*, showing the quantity of liquor manufactured and sold, the lessee should have his license cancelled."

The Government of India hope that the proposals for strengthening the excise establishment, suggested below, will ensure the keeping of correct accounts and the sale of liquor of better quality.

11. "(4) That drunkenness should not be allowed within or near the abkar's shop, and that on being twice convicted of permitting drunkenness and disorderly conduct in or near his shop, his license should be cancelled."

You have gone beyond this suggestion, and propose not only to make a license liable to confiscation, but also to forfeit the licensee's earnest-money, in cases where drunkenness amounting to a public nuisance occurs in the vicinity of his shop. The Government of India agree in your view that the vendor's responsibility for the sobriety of his customers should be enforced in the manner proposed.

12. "(5) That not more than one bottle of a certain proof should be sold to any one coolie at a time."

In his later memorandum of 27th March 1903, Mr. Buckingham recommended a limit of three bottles, in place of the present maximum of six bottles, and you observe that a reduction even to this extent is generally opposed by the planting community. You therefore propose to defer any action in this direction, pending further enquiry.

13. The main objection brought against the proposal appears to be that a reduction in the number of bottles which may be sold retail will result in a larger number of coolies being sent to the shops to bring supplies for their fellows, and that the labour in the gardens will thus be interfered with. The Government of India do not consider that this is a weighty objection. It is presumably in the power of the managers to control the visits of their coolies to the liquor shops; and, in any case, it is unreasonable for the planters, while asking for the assistance of Government in maintaining sobriety among their employes, to resist a proposal to reduce one of the main incentives to drunkenness merely because it conflicts with their own convenience. The Government of India are therefore of opinion that the maximum limit for retail sale should be reduced to three bottles without further delay, and I am to request that this reform may be introduced at once.

14. "(6) That the liquor sold should be of a certain fixed proof."

The Government of India regret that it is impossible to carry out this suggestion under the outstill system. They hope that the strengthening of the inspecting staff will result in better liquor being manufactured and better methods of distillation being employed; but it is not practicable to introduce such minute supervision as would be necessary if the strength of all the liquor sold were to be tested. Where, however, the central distillery system is introduced, the proposal is practicable. You should, in the area selected, determine the strengths at which liquor should be issued, and the rules to be made under the Act should provide that issues at these strengths and at no others, shall be permitted. In determining the strengths to be selected, the Government of India desire that the local planters may be consulted.

15. "(7) That on any deleterious matter being found with the grog on analysis, the vendor should at once forfeit his license."

You point out that there is a conflict of authority as to the deleterious nature of the ingredients of country spirit, and you observe that "if authorities agree as to the maximum proportion of fusel oil, such as occurs in Indian spirit, which is consistent, with the wholesomeness of the liquor containing it, there would appear to be no insuperable difficulties in the way of enforcing its observance in Assam." The Government of India agree in this view, and they propose to seek further expert advice on the question of the proportion of fusel oil which is deleterious and the possibility of measuring it. Meanwhile I am to enclose a copy of a paper\* written by Mr. H. H. Mann, Scientific Officer to the Indian Tea Association, in which he contends that the problem is capable of solution and has already been solved in Europe.

16. "(8) That a certain fixed distance from gardens should be laid down for the site of grog shops."

This suggestion is partly covered by the existing rule referred to in paragraph 9 above; and, in view of the difference of opinion on this point among the planters themselves, the Government of India agree with you that a hard-and-fast rule is unsuitable and that local opinion is the safest guide.

17. "(9) That coolies should get permit tickets from managers before they could get grog."

Mr. Buckingham does not himself see how this suggestion can be worked, and it therefore seems unnecessary to pursue it. The Government of India consider that even if it were practicable, it would be open to serious objection.

18. "(10) That police should always be in attendance on *hāt* days to prevent drunkenness or misconduct."

Some of the officers consulted have pointed out that this suggestion is not feasible in rural areas. The object of preventing drunkenness on market days will probably be attained more effectively by closer supervision over the shops, a point which is dealt with below. There seems no reason, however, why the suggestion should not be carried out at the larger *hāt*s, and I am to request that you will consider whether this should not be done.

19. "(11) That the supervision over grog shops should be far stricter than it is at present."

Mr. Buckingham here strikes the keynote to all reform in the immediate future, and the Government of India feel that too great stress cannot be laid upon it. A step has been made in the direction of closer supervision by the creation of three Excise Inspectorships, which were sanctioned in the Secretary of State's Despatch No. 93 (Revenue), dated 3rd July 1903; but the Government of India doubt whether this measure went far enough.

\* Not printed.



Excluding the hill tracts, each of these officers has on an average 70 shops to inspect and supervise, and these are spread over an area of 31,789 square miles. It is evident therefore that their visits to each shop must be few and far between. The Government of India are inclined to think that the staff of Inspectors should be raised to one officer for each district, or in any case, to not less than six for the whole province; and they will be glad to receive proposals on these lines, and to recommend them to the Secretary of State. I am to request you to consider this point and to submit detailed proposals at an early date.

20. "(12) That medical officers of tea estates should be invested with special powers to inspect grog shops, and to suspend the licenses of abkars for one month, with the approval of the Deputy Commissioner."

You have accepted this proposal to the extent that managers and medical officers of tea gardens should be asked to co-operate with Government in bringing to notice breaches of the excise law. The Government of India agree with you that it is not necessary to go further than this, or formally to authorize them to inspect liquor shops.

21. "(13) That more use be made of District Committees of the Tea Association to enquire locally into breaches of the Excise Act or non-fulfilment of stipulations laid down in licenses."

You will no doubt be ready to accept this suggestion in the same spirit, and to welcome the co-operation of these bodies.

22. "(14) That grog shops be closed earlier on Sundays (say) 4 P.M., and that grog shopkeepers be prohibited from giving *nautches* and *tamashas* at or near their shops."

The Government of India are glad to note that you have been able to accept the proposal as regards *nautches* and *tamashas*, and that you are prepared to close shops frequented by tea-garden coolies at 4 P.M. in the cold weather and at 6 P.M. in the hot weather months.

23. "(15) A few propose the total abolition of grog shops."

This extreme proposal is apparently not supported by Mr. Buckingham, and it is obviously impracticable, even if desirable, in a country like Assam which abounds in facilities for illicit distillation.

24. In his later memorandum, dated the 27th March 1903, Mr. Buckingham puts forward the following subsidiary suggestions:

- (a) *that selling drink to drunken persons should be penalised;*
- (b) *that a copy of the abkar's license should be hung up at each shop;*
- (c) *that the sale of liquor to habitual drunkards should be prohibited; and*
- (d) *that the canteen system should be tried at a few gardens.*

You have accepted the first two of these suggestions; and, as noticed in paragraph 11 above, you propose to enforce stringent penalties for permitting drunkenness in the neighbourhood of the shops.

25. With regard to the sale of liquor to habitual drunkards, you point out that there is no law in force in India under which a man could be declared to be a habitual drunkard, and you express the opinion that such a law would not be workable. The question is a difficult one which the Government of India prefer to reserve for further consideration.

26. You observe that the canteen system suggested by Mr. Buckingham deserves every encouragement, and the Government of India agree with you that permits should be given to planters at low fees for the sale to coolies of imported rum or of rum manufactured in India after European methods. It is understood that the rum would be of good quality and would be sold at a fixed price. You refer in this connection to Mr. Buckingham's rejection of the plan, which has been advocated by some authorities, but which has not met with any general success, that planters should be offered licenses for liquor shops with a view to giving them control over their management. I am to take this opportunity of observing that the Government of India have every sympathy with the sentiment which deters the planters from undertaking the management of liquor shops, and they concur in your conclusion that they should not be pressed to take licenses.

27. Seeing that it will rarely be possible to make over the management of a shop to a member of the planting community, you anticipate that some difficulty may be experienced in enforcing the stricter control over licensees which is now contemplated; and, in order to meet the contingency of a boycott by liquor vendors, you propose that the Government should be prepared to undertake the management of a few shops in order to show that it is not altogether dependent on private enterprise. The Government of India would be loth to see a Government official producing admittedly inferior liquor at an outstill, and selling it to the public, and they fear that such an arrangement would expose the administration to adverse criticism. At the same time, they realise that such an extreme step may be necessary in certain circumstances, and they authorize you to resort to it if clear necessity arises. They trust, however, that you will exercise great caution in the matter and adopt the measure only as a last resort.

28. From the above examination of Mr. Buckingham's suggestions it will appear that a large majority of them have been accepted by you and are sanctioned by the Government of India, and that a small proportion have been rejected either because there was insufficient ground for adopting them or because the planters themselves were not in accord.

Moreover in some particulars you are prepared to go beyond the suggestions which have been submitted to you, and either to enforce orders or to make experiments which are all systematically directed to the same end. The Government of India will watch the result of these experiments with sympathy, and they feel confident that in carrying them out you can rely on the loyal co-operation of the planting community.

No. 97, dated Calcutta, the 31st March 1904.

From—The Government of India,

To—The Secretary of State for India.

With reference to the correspondence ending with our Despatch No. 345, dated 4th December 1902, we have now the honour to submit a report by the Chief Commissioner of Assam on the complaints preferred against the excise administration of that Province by Mr. J. Buckingham, C.I.E., Chairman of the Assam Branch of the Indian Tea Association, together with a copy of the orders which we have passed on the subject.

2. It will be seen that we are pressing the Chief Commissioner to introduce experimentally the central distillery into Assam, and no effort will be spared to make the experiment a success. At the same time we may observe that the planting community does not advocate any radical change of system, and that the complaints made by Mr. Buckingham are directed rather against matters of detail in the administration of the existing outstill system. The Chief Commissioner has been able to meet the majority of these complaints and to adopt most of the remedies proposed by Mr. Buckingham. We have pressed upon him others in excess of the recommendations which he himself had made. We trust that the measures thus decided upon will materially reduce the evil of drunkenness in Assam.

3. In our letter to the Chief Commissioner we have set forth in full the various reforms which will now be adopted, and it is unnecessary to repeat them in detail. Our attitude towards the problem of drunkenness in Assam may be briefly described as follows. It is admitted that a considerable demand for strong drink exists, and that it is better to meet that demand with a legitimate and regulated supply than to drive the persons who require liquor to illicit methods of obtaining it. We are of opinion that the present outstill system is a bad one and that it does admit of the prevalence of drunkenness to an undesirable extent. At the same time we recognize that in an unsettled Province like Assam where communications are defective, it would be difficult if not impossible to abolish it altogether without provoking greater evil in the encouragement that would be given to illicit distillation. Pending the possible introduction of a better system, to which we are trying to feel our way, the only course immediately open to us is to counteract as far as possible the defects of the existing procedure.

4. We have impressed upon the Chief Commissioner that the main path to reform lies in more systematic inspection and closer control over the liquor shops, and to this end we have invited him to formulate proposals for increasing the staff of Excise Inspectors. We trust that this measure, which appears to us to be eminently necessary, will meet with your approval. We shall put forward detailed proposals when we have ascertained the views of the Chief Commissioner.

No. 65 (Revenue), dated the 6th May 1904.

From—The Secretary of State for India (ST. JOHN BRODRICK),

To—The Government of India.

I have considered in Council the letter of Your Excellency's Government No. 97 (Separate Revenue), dated 31st March 1904,

*Excise Administration of Assam.*

submitting a report by the Chief Commissioner of Assam on the complaints preferred against the Excise Administration of that Province by Mr. J. Buckingham, C.I.E., Chairman of the Assam Branch of the Indian Tea Association, together with a copy of the orders which you have passed on the subject.

2. I observe with satisfaction that the Chief Commissioner has been able to meet the majority of the complaints which the planting community have brought against the administration of the outstill system in Assam, and to accept most of the remedies proposed by Mr. Buckingham. Your Government have pressed upon the Chief Commissioner others in excess of the recommendations which he himself made. You do not at present see your way to abolish the outstill system altogether in Assam, but you propose to give the central distillery system a full and fair trial, which you consider should extend over one or more selected districts. Meanwhile you anticipate that the measures which you have approved will diminish the abuses of outstills and will materially reduce the evil of drunkenness in Assam. You consider that the main path to reform lies in more systematic inspection and closer control over the liquor shops, and to this end you have invited the Chief Commissioner to formulate proposals for increasing the staff of Excise Inspectors.

3. I desire to express my concurrence in the efforts which are being made to deal with a serious and admitted evil, and I hope to learn in the course of time that the reforms which, on the initiative and with the co-operation of the planting community you are endeavouring to establish, have resulted in a material diminution of the abuses to which just objection has been taken.

No. 4645-S.R.

GOVERNMENT OF INDIA.

FINANCE AND COMMERCE DEPARTMENT.

STATISTICS AND COMMERCE.

CUSTOMS.

*Simla, the 20th July, 1904.*

Read—

Customs Circular No. IX of 1904.

Ordered, that the circular be published for general information in the Supplement to the *Gazette of India*.

E. N. BAKER,

Secretary to the Government of India.

**Customs Circular No. IX of 1904.**

*Extract from the letter in Finance and Commerce Department, No. 4528-S.R., dated the 15th July 1904.*

The Government of India have decided to admit in future, free of duty, all trade catalogues and circulars imported into British India by packet, book or parcel post.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

### STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

**INFORMATION.**—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

RESULTS OF WORKING DURING 2ND HALF OF YEAR.										RESULTS OF WORKING FOR OFFICIAL YEAR.				
RAILWAYS	AVERAGE EARNINGS PER MILE PER WEEK.		Mean mileage worked.		Total earnings for the		Earnings per mile open.		Total earnings from 1st to		Increase.		Decrease.	
	During 2nd-half of 1903.	During official year of 1903-04.	1903.	1904.	First 11 days of July 1903.	First 9 days of July 1904.	1903.	1904.	11th July 1903.	9th July 1904.	11th July 1903.	9th July 1904.	Increase.	Decrease.
State and Guaranteed Railways.														
East Indian	658	689	1,971	1,971	18,84,996	17,07,000	956	866	18,84,996	17,07,000	1,77,995	2,10,24,000	12,90,371	...
Bengal Central	246	212	139	139	31,229	26,100	225	188	31,229	26,100	5,129	3,33,000	...	4,289
Bengal Nagpur (inclgd. Raipur-Dhamtari 2' 6")	153	175	1,866	1,866	4,08,492	3,32,000	226	178	4,08,492	3,32,000	70,492	50,28,000	6,10,962	...
Great Indian Peninsula system	459	560	1,569	1,569	11,23,852	7,57,000	716	483	11,23,852	7,57,000	3,66,852	1,37,53,000	...	8,21,461
Indian Midland (inclgd. Bhopal-Jaipur)	156	182	916	916	1,50,062	1,71,000	208	187	1,50,062	1,71,000	17,967	27,73,000	...	43,063
Bewarwa extra. (East Coast State)	243	260	21	21	6,486	5,100	309	243	6,486	5,100	1,386	85,800	...	1,812
North Western (inclgd. Nowshera-Dargai 2' 6")	301	307	3,266	3,266	11,47,271	15,98,000	412	489	13,47,271	15,98,000	2,50,729	1,61,55,000	16,11,840	...
Oudh and Rohilkhand (inclgd. m. g.)	262	239	1,162	1,162	3,57,605	3,36,000	308	276	3,57,605	3,36,000	21,605	48,63,000	3,45,905	...
Eastern Bengal (inclgd. metre and 2' 6")	466	400	89	89	3,40,272	(a) 2,99,000	312	312	3,40,272	(a) 2,99,000	41,272	(a) 38,69,000	1,16,107	...
Bombay, Baroda and Central India	591	692	461	504	4,55,582	3,50,000	988	694	4,55,582	3,50,000	1,05,582	55,20,000	...	4,17,448
Madras	263	275	901	905	4,06,588	3,48,000	451	385	4,06,588	3,48,000	58,585	38,96,000	16,778	...
North-East line	163	179	494	495	1,25,793	1,16,000	255	234	1,25,793	1,16,000	9,793	14,20,000	36,300	...
Hardwar-Dehra	145	159	32	32	7,651	6,400	239	200	7,651	6,400	1,251	79,800	...	7,106
Rajputana-Malwa (inclgd. Godhra-Rutlan-Nagda 5' 6")	213	236	1,784	1,784	6,59,016	4,97,000	369	279	6,59,016	4,97,000	1,62,016	63,95,000	...	6,59,401
Palmynur-Deesa	28	32	17	17	930	800	55	47	930	800	130	8,200	...	1,911
South Indian	209	210	1,124	1,124	4,01,581	3,28,000	357	292	4,01,581	3,28,000	73,581	35,59,000	...	1,27,024
Tinnevely-Quilon	104	99	78	78	5,117	6,900	269	98	5,117	6,900	1,763	31,642	44,058	...
Tanjore District Board	104	101	71	90	14,979	14,600	211	147	14,979	14,600	379	1,50,000	30,387	...
Southern Mahratta (inclgd. Gl-M. Prov. sec.)	109	123	1,165	1,165	2,64,579	1,71,000	227	147	2,64,579	1,71,000	93,579	27,42,000	2,43,052	...
Mysoor section (Southern Mahratta)	94	102	296	296	41,598	30,800	141	104	41,598	30,800	10,798	4,71,581	...	33,581
Bagal and N. W. (inclgd. Tinhoot sec.)	153	176	1,330	1,330	3,09,291	(b) 2,78,000	231	198	3,09,291	(b) 2,78,000	31,291	1,40,58,000	1,40,740	...
Lucknow-Bareilly	113	130	200	200	38,665	32,400	193	162	38,665	32,400	6,265	4,95,000	19,950	...
Assam-Bengal	79	75	643	700	62,181	65,400	97	88	62,181	65,400	3,219	6,43,000	59,857	...
Burma	176	204	1,337	1,337	3,07,928	2,92,000	229	218	3,07,928	2,92,000	15,928	38,63,000	2,10,646	...
Hyderabad (British section)	68	94	124	124	18,524	14,200	140	115	18,524	14,200	4,324	1,85,000	4,189	...
Nilgiri	273	319	17	17	8,071	5,700	475	335	8,071	5,700	2,371	90,400	...	8,590
Special } for Met	67	57	28	28	3,393	1,800	118	60	3,393	1,800	1,493	21,300	...	2,996
TOTAL														
	276	297	21,797	22,282	68,22,444	77,92,200	405	350	68,22,444	77,92,200	10,39,244	9,89,10,800	26,43,120	...

Name of the railway	Length in miles	Area in acres	Population in 1901	Revenue in Rs.	Capital in Rs.	Debt in Rs.	Profit in Rs.	Total in Rs.	Remarks
<b>Standard gauge</b>									
Southern Punjab (Delhi-Samasata)	121	15,442	195	147	15,113	73,600	21,540	3,843	1,48,297
Rajputana-Bhatinda	93	52,060	122	173	52,060	20,700	...	5,592	1,27,095
Ludhiana-Dhuri-Jakhal	104	26,262	245	191	26,262	7,700	...	1,737	6,324
The Nizam's Guaranteed State	81	9,437	119	97	9,437	81,700	...	...	...
Tapi Valley	211	98,201	204	245	98,201	10,700	...	16,593	1,00,718
Pekhal-Cambay	80	16,817	108	69	16,817	10,700	...	6,117	18,875
Nagda-Ujjain	68	3,473	109	103	3,473	3,400	...	73	3,982
Bina-Gurgaon-Bikaner	51	2,200	65	74	2,200	2,500	...	...	5,897
Bhopal-Ujjain	39	8,067	55	51	8,067	7,600	...	467	41,475
Kolar-Goldfields	61	12,867	113	61	12,867	6,900	...	5,907	29,149
Rohilkhand and Kumbon (Co.'s sec.)	405	7,415	741	610	7,415	6,100	...	1,315	4,828
Northali (Bengal)	157	12,344	187	256	12,344	16,900	4,556	...	10,064
Myensingh-Jamulpur-Jagannathganj	30	704	25	31	704	1,100	336	...	7,694
Bengal-Doon	97	4,125	78	64	4,125	3,400	...	735	...
Pengal-Doon extensions	210	6,408	178	225	6,408	8,100	1,592	...	18,030
Dibru-Sadiya	90	5,262	45	74	5,262	8,600	3,338	...	8,454
Shoranur-Cochin	239	28,985	312	300	28,985	23,400	...	5,385	14,585
Ahmedabad-Patantij	105	7,793	118	194	7,793	12,600	4,897	...	10,196
Ahmedabad-Dhrola	47	5,040	80	65	5,040	4,400	...	640	11,337
The Gachwar's railway	49	2,795	82	65	2,795	2,200	...	595	4,429
Kolhapur	54	11,241	92	87	11,241	11,600	359	...	1,396
Yeshwantpur-Mysore Fron. sec. (Inclg. M. Nanjangud)	81	4,344	180	138	4,344	4,000	...	344	11,816
Birur-Shimoga	80	6,922	103	131	6,922	8,800	1,878	...	39,593
Hyderabad-Godavari Valley	29	1,552	41	37	1,552	1,400	...	152	1,467
Bhavanagar-Gondal-Jungad-Porbander	87	54,976	140	101	54,976	20,600	...	13,375	73,043
Jetalsar-Rajkot	75	41,811	125	87	41,811	20,200	...	12,611	3,564
Jamnagar	65	5,140	112	83	5,140	3,800	...	1,340	...
Dhargadra	40	3,489	65	44	3,489	2,400	...	1,089	39,400
Jodhpur-Bikaner	31	1,302	100	48	1,302	1,000	...	302	18,900
Udaipur-Chitor	49	73,136	104	94	73,136	68,600	...	7,536	7,23,000
Darjeeling-Himalayan	45	5,134	77	46	5,134	3,100	...	2,034	34,200
Kalra-Sinda (d)	348	24,472	480	471	24,472	24,000	...	472	3,21,192
Cooch Behar	73	2,840	...	207	2,840	14,000	14,000	...	1,82,000
The Gachwar's Dabhoi	81	6,297	84	76	6,297	2,600	...	240	30,334
Rajpipla	44	1,287	72	72	1,287	6,300	3	...	1,04,186
Morvi	19	11,523	38	27	11,523	1,000	...	287	15,000
Bareilly	59	3,647	123	93	3,647	8,700	...	2,823	1,22,000
Bareilly	105	...	166	109	...	2,400	...	1,247	51,790
<b>Special gauge</b>									
<b>GRAND TOTAL</b>	<b>97</b>	<b>6,44,294</b>	<b>145</b>	<b>131</b>	<b>6,44,294</b>	<b>5,89,900</b>	<b>...</b>	<b>54,394</b>	<b>79,76,400</b>
<b>GRAND TOTAL</b>	<b>246</b>	<b>94,66,738</b>	<b>361</b>	<b>313</b>	<b>94,66,738</b>	<b>83,82,100</b>	<b>...</b>	<b>10,63,71,208</b>	<b>10,95,30,400</b>

(c) From 15th May to 11th July 1903.  
(d) Opened from 9th November 1903.

(a) Includes the Brahmaputra-Sutanpur railway

(b) purchased by the State.

(c) Includes the Sagauli-Raxaul railway purchased by the State.

A. R. JACOBSON,  
Offg. Under Secretary to the Govt. of India.

*Printed and published for the* GOVERNMENT OF INDIA *at the* GOVERNMENT CENTRAL PRINTING OFFICE, Simla.



SUPPLEMENT TO  
**The Gazette of India.**

No. 31.]

CALCUTTA, SATURDAY, JULY 30, 1904.

**OFFICIAL PAPERS**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

*Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.*

*No Official Orders or Notifications, the publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA  
DEPARTMENT OF REVENUE AND AGRICULTURE

IMPORTS OF COTTON, WHEAT, LINSEED, INDIGO, JUTE, TEA, AND RICE

QUANTITY (in hundredweight) of COTTON imported by rail and river and by sea into CALCUTTA, the C of BOMBAY, and KARACHI, in May 1904, and from 1st January to 31st May 1904, and in corresponding periods of 1902 and 1903

Whence exported	Calcutta			City of Bombay			Karachi			TOTAL		
	1902	1903	1904	1902	1903	1904	1902	1903	1904	1902	1903	1904
<b>Imports in May</b>												
<i>By Rail and River—</i>												
Assam	385	378	395	...	...	...	...	...	...	385	378	...
Bengal	10,813	7,349	7,100	...	...	...	...	...	...	10,813	7,349	7,100
U. P. of Agra & Oudh	21,891	12,012	4,641	30,590	30,561	821	6	6	...	53,487	42,589	5,421
Punjab	6,743	2,173	860	14,471	8,454	1,407	16,915	18,535	4,327	38,120	29,162	6,253
Sind	...	...	...	...	...	...	26,049	50,455	20,016	26,049	50,455	20,016
Raj. & C. India	7,800	5,595	2,544	62,974	98,762	25,221	1,243	2,769	3,918	72,026	107,116	31,934
Bombay	...	...	...	243,500	478,352	404,792	...	...	...	243,500	478,352	404,792
Cent. Provs.	1,309	...	...	36,031	103,120	26,863	...	...	...	37,340	103,120	26,863
Borac	...	...	...	91,693	129,293	20,551	...	...	...	91,693	129,293	20,551
Nizam's Territory	...	...	...	58,851	63,741	31,136	...	...	...	58,851	63,741	31,136
Madras	...	...	...	16,292	14,996	5,893	...	...	...	16,292	14,996	5,893
Mysore	...	...	...	595	67	...	...	...	...	595	67	...
<b>TOTAL</b>	<b>48,949</b>	<b>27,517</b>	<b>15,641</b>	<b>554,997</b>	<b>927,346</b>	<b>636,784</b>	<b>45,113</b>	<b>71,765</b>	<b>28,291</b>	<b>649,059</b>	<b>1,026,628</b>	<b>686,251</b>
<i>By Sea—</i>												
Bengal	2,094	10,510	5,250	...	314	...	...	...	...	2,094	10,824	5,250
Bombay	354	...	4,664	1,602	3,057	5,466	...	213	18	1,956	3,270	10,411
Sind	...	...	...	5,087	13,854	10,343	...	...	...	5,087	13,854	70,211
Madras	1,071	443	4,488	304	124	6,310	...	...	...	1,435	267	8,711
Burma	3,183	...	4,073	...	920	...	...	...	...	3,183	926	4,073
Non-Br. Ports in India	...	...	...	118,182	190,398	240,581	...	...	...	118,182	190,398	240,581
Foreign countries	6	...	15	7,396	1,541	2,030	...	...	...	7,402	1,541	2,030
<b>TOTAL</b>	<b>6,708</b>	<b>10,632</b>	<b>16,490</b>	<b>132,631</b>	<b>216,214</b>	<b>265,311</b>	<b>...</b>	<b>213</b>	<b>18</b>	<b>139,339</b>	<b>227,080</b>	<b>281,811</b>
<b>TOTAL IMPORTS</b>	<b>55,657</b>	<b>38,149</b>	<b>32,131</b>	<b>687,628</b>	<b>1,143,560</b>	<b>902,095</b>	<b>45,113</b>	<b>71,978</b>	<b>28,309</b>	<b>788,398</b>	<b>1,253,708</b>	<b>968,062</b>
<b>Imports to end of May</b>												
<i>By Rail and River—</i>												
Assam	16,300	3,071	23,001	...	...	...	...	...	...	16,300	3,071	23,001
Bengal	44,021	31,366	52,151	...	...	...	...	...	...	44,021	31,366	52,151
U. P. of Agra & Oudh	244,714	104,817	110,625	666,633	411,778	85,643	7	6	760	911,354	576,601	197,601
Punjab	27,722	24,707	32,342	205,512	175,209	108,045	239,445	422,045	441,524	472,079	621,031	581,911
Sind	...	...	...	...	...	...	255,514	260,590	235,003	255,514	260,590	235,003
Raj. & C. India	19,646	27,105	18,748	327,653	445,689	238,847	2,372	16,903	26,960	349,071	489,037	285,811
Bombay	...	...	...	1,675,366	2,008,752	2,013,303	...	...	...	1,675,366	2,008,752	2,013,303
Cent. Provs.	12,418	...	...	529,585	834,719	630,105	...	...	...	542,003	854,720	636,111
Borac	...	...	...	1,289,321	1,539,072	1,239,030	...	...	...	1,289,321	1,539,072	1,239,030
Nizam's Territory	...	...	...	244,623	277,700	146,381	...	...	...	244,623	277,700	146,381
Madras	...	...	...	26,398	17,959	9,107	...	...	...	26,398	17,959	9,107
Mysore	...	...	...	595	67	...	...	...	...	595	67	...
<b>TOTAL</b>	<b>364,821</b>	<b>254,057</b>	<b>235,874</b>	<b>4,965,686</b>	<b>5,739,645</b>	<b>4,477,163</b>	<b>497,338</b>	<b>705,553</b>	<b>704,247</b>	<b>5,827,845</b>	<b>6,688,555</b>	<b>5,418,111</b>
<i>By Sea—</i>												
Bengal	8,212	38,265	54,605	...	734	31	...	...	...	8,212	38,909	54,605
Bombay	1,286	1,271	7,937	3,627	7,001	17,624	...	...	...	3,417	8,562	25,411
Sind	...	...	...	152,120	151,249	91,376	4	230	348	152,120	151,249	91,376
Madras	1,071	2,232	3,023	1,562	1,116	9,466	...	...	...	2,633	2,350	12,411
Burma	6,100	11,155	25,462	...	4,350	895	...	...	...	6,100	15,506	26,411
Non-Br. Ports in India	...	...	...	340,821	546,943	793,470	...	...	...	340,821	546,943	793,470
Foreign countries	374	219	567	44,211	14,669	9,458	...	76	181	44,585	15,164	10,111
<b>TOTAL</b>	<b>17,603</b>	<b>51,143</b>	<b>91,684</b>	<b>548,341</b>	<b>728,334</b>	<b>922,810</b>	<b>4</b>	<b>306</b>	<b>469</b>	<b>539,048</b>	<b>781,773</b>	<b>1,014,611</b>
<b>TOTAL IMPORTS</b>	<b>382,424</b>	<b>305,200</b>	<b>327,558</b>	<b>5,514,027</b>	<b>6,467,979</b>	<b>5,399,973</b>	<b>497,342</b>	<b>705,859</b>	<b>704,716</b>	<b>6,366,893</b>	<b>7,470,328</b>	<b>6,432,722</b>



QUANTITY (in hundredweight) of WHEAT imported by rail and river and by sea into CALCUTTA, the City of BOMBAY, and KARACHI, in May 1904, and from 1st January to 31st May 1904, and in the corresponding periods of 1902 and 1903

Whence exported	Calcutta			City of Bombay			Karachi			TOTAL		
	1902	1903	1904	1902	1903	1904	1902	1903	1904	1902	1903	1904
<b>Imports in May</b>												
<i>by Rail and River—</i>												
Assam	90,579	78,862	205	4,766	2	...	...	...	...	104,345	78,864	205
Bengal	367,033	1,243,144	201,204	117,000	296,446	371,517	22,637	332,752	444,409	507,270	1,272,342	3,228,000
U. P. of Agra & Oudh	1,918	...	...	82,063	54,776	16,180	1,182,266	1,720,074	1,275,126	1,273,247	1,774,350	1,891,306
Punjab	...	...	...	...	...	...	145,687	72,437	328,631	145,637	72,437	328,633
Sind	...	...	248	2,832	48,897	72,760	...	...	...	2,832	48,897	72,760
Raj. & C. India	...	...	...	2,007	80,337	96,242	...	...	...	3,047	80,387	96,242
Bombay	2,253	277	...	208,029	591,068	704,461	...	...	...	211,252	591,345	709,461
Cent. Provs.	...	...	...	2	10	146	...	...	...	2	10	146
Belar	...	...	...	45	3	517	...	...	...	45	2	517
Nizam's Territory	...	...	...	...	30	...	...	...	...	...	20	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>470,783</b>	<b>1,322,283</b>	<b>2,633,731</b>	<b>425,404</b>	<b>1,080,608</b>	<b>1,267,123</b>	<b>1,350,590</b>	<b>2,125,263</b>	<b>2,648,166</b>	<b>2,216,777</b>	<b>4,528,154</b>	<b>6,549,022</b>
<i>by Sea—</i>												
Bengal	...	...	...	2,913	...	...	...	...	...	2,913	...	...
Bombay	...	...	...	2,235	42,534	201	...	...	...	2,235	42,534	201
Sind	...	...	...	69,145	41,494	24,084	...	...	...	69,145	41,494	24,084
Madras	...	...	...	149	...	...	...	...	...	149	...	...
Burma	...	...	...	937	...	...	...	...	...	937	...	...
Non Br. Ports in India	...	...	...	2,186	1,33,233	20,357	...	13,069	8,984	2,186	146,302	39,541
Foreign countries	...	...	66	...	1,527	...	...	...	...	...	1,527	66
<b>TOTAL</b>	<b>...</b>	<b>...</b>	<b>66</b>	<b>77,565</b>	<b>318,788</b>	<b>45,742</b>	<b>...</b>	<b>13,069</b>	<b>8,984</b>	<b>77,565</b>	<b>231,857</b>	<b>54,792</b>
<b>TOTAL IMPORTS</b>	<b>470,783</b>	<b>1,322,283</b>	<b>2,633,797</b>	<b>502,969</b>	<b>1,399,396</b>	<b>1,312,865</b>	<b>1,350,590</b>	<b>2,138,332</b>	<b>2,657,150</b>	<b>2,294,342</b>	<b>4,760,011</b>	<b>6,603,814</b>
<b>Imports in end of May</b>												
<i>by Rail and River—</i>												
Assam	...	...	281	5,462	2	...	...	...	...	214,085	136,207	281
Bengal	208,623	1,36,203	382,453	175,943	467,273	748,526	23,146	472,577	1,022,117	1,032,032	3,391,693	6,682,918
U. P. of Agra & Oudh	838,903	2,451,843	4,912,275	216,591	207,824	110,129	2,008,117	2,788,875	4,917,616	3,226,019	2,997,453	5,031,742
Punjab	41,211	694	3,697	...	...	...	634,411	402,407	537,137	634,411	402,407	537,137
Sind	...	...	...	6,835	63,512	124,136	...	...	...	7,023	63,512	124,136
Raj. & C. India	988	...	510	18,373	201,863	447,574	...	...	...	18,373	201,863	447,574
Bombay	...	...	...	330,471	864,681	1,520,017	...	...	...	333,221	872,411	1,520,017
Cent. Provs.	2,750	7,720	...	21	64	172	...	...	...	21	64	172
Belar	...	...	...	45	58	9,179	...	...	...	45	58	9,179
Nizam's Territory	...	...	...	...	20	...	...	...	...	...	20	...
Madras	...	...	...	...	...	592	...	...	...	...	...	392
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>1,092,635</b>	<b>2,596,473</b>	<b>5,209,217</b>	<b>753,721</b>	<b>1,805,356</b>	<b>2,060,747</b>	<b>3,625,674</b>	<b>3,663,859</b>	<b>6,476,920</b>	<b>5,472,030</b>	<b>8,065,690</b>	<b>14,736,884</b>
<i>by Sea—</i>												
Bengal	...	...	...	2,913	...	...	...	...	...	2,913	...	...
Bombay	...	...	...	10,446	60,434	70,368	...	...	...	10,447	60,434	70,368
Sind	...	...	...	584,998	350,029	241,590	...	...	...	585,020	350,029	241,590
Madras	...	...	...	901	210	6	...	...	...	901	210	6
Burma	...	...	...	937	...	...	...	...	...	937	...	...
Non Br. Ports in India	...	...	...	32,870	217,783	119,561	...	18,078	15,739	32,870	216,701	135,300
Foreign countries	...	...	77	270	2,227	40	...	...	...	...	2,243	117
<b>TOTAL</b>	<b>...</b>	<b>1,231</b>	<b>77</b>	<b>612,395</b>	<b>637,500</b>	<b>431,574</b>	<b>...</b>	<b>18,087</b>	<b>15,876</b>	<b>633,418</b>	<b>657,718</b>	<b>447,527</b>
<b>TOTAL IMPORTS</b>	<b>1,092,635</b>	<b>2,597,706</b>	<b>5,209,294</b>	<b>1,366,116</b>	<b>2,442,856</b>	<b>2,492,321</b>	<b>3,625,697</b>	<b>3,681,946</b>	<b>6,492,796</b>	<b>5,507,848</b>	<b>8,123,408</b>	<b>15,184,411</b>

QUANTITY (in hundredweight) of LINSEED imported by rail and river and by sea into CALCUTTA, the City of BOMBAY, and KARACHI, in May 1904, and from 1st January to 31st May 1904 and in the corresponding periods of 1902 and 1903

Whence exported	Calcutta			City of Bombay			Karachi			TOTAL		
	1902	1903	1904	1902	1903	1904	1902	1903	1904	1902	1903	1904
<b>Imports in May</b>												
<i>By Rail and River—</i>												
Assam	24,050	24,460	14,000	—	—	—	—	—	—	24,050	24,460	14,000
Bengal	235,207	624,887	625,650	—	—	—	—	—	—	235,207	624,887	625,650
U. P. of Agra & Oudh	420,107	421,619	435,159	171,085	176,017	176,258	1,733	2,247	—	593,825	641,903	605,417
Punjab	—	—	—	4,133	105	—	6,370	9,120	—	10,512	9,235	—
Sind	—	—	—	—	—	—	—	—	—	—	—	—
Raj. & C. India	—	2,250	6,885	47,021	167,228	251,917	—	—	—	17,021	169,478	258,800
Bombay	—	—	—	30,791	100,676	60,450	—	—	—	30,791	100,676	60,450
Cent. Provs.	—	—	—	110,421	84,880	119,437	—	—	—	115,672	84,880	119,437
Berar	3,251	—	—	10,378	4,865	1,427	—	—	—	10,378	4,865	1,427
Nizam's Territory	—	—	—	57,402	168,060	135,192	—	—	—	57,402	168,060	135,192
Madras	—	—	—	1,902	881	1,479	—	—	—	1,902	881	1,479
Mysore	—	—	—	45	41	—	—	—	—	45	41	—
<b>TOTAL</b>	<b>684,684</b>	<b>1,115,215</b>	<b>1,081,784</b>	<b>434,078</b>	<b>703,842</b>	<b>740,160</b>	<b>8,112</b>	<b>11,367</b>	<b>—</b>	<b>1,126,874</b>	<b>1,829,434</b>	<b>1,821,940</b>
<i>By Sea—</i>												
Bengal	444	—	83	—	—	—	—	—	—	444	—	83
Bombay	—	—	—	—	554	37	—	—	—	—	554	37
Sind	—	—	—	1,670	1,547	31	—	—	—	1,670	1,547	31
Madras	—	—	—	—	—	—	—	—	—	—	—	—
Burma	—	—	—	—	—	—	—	—	—	—	—	—
Non-Brit. Ports in India	—	—	—	—	—	—	—	—	—	—	—	—
Foreign countries	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL</b>	<b>444</b>	<b>—</b>	<b>83</b>	<b>6,143</b>	<b>3,417</b>	<b>3,415</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>6,587</b>	<b>3,417</b>	<b>3,415</b>
<b>TOTAL IMPORTS</b>	<b>685,128</b>	<b>1,115,215</b>	<b>1,081,867</b>	<b>440,221</b>	<b>706,259</b>	<b>743,575</b>	<b>8,112</b>	<b>11,367</b>	<b>—</b>	<b>1,133,461</b>	<b>1,832,851</b>	<b>1,825,355</b>
<b>Imports to end of May</b>												
<i>By Rail and River—</i>												
Assam	18,475	35,674	16,040	—	—	—	—	—	—	38,475	35,674	16,040
Bengal	1,174,345	1,244,520	1,300,090	16	—	—	—	—	—	1,174,345	1,244,520	1,300,090
U. P. of Agra & Oudh	720,270	677,123	628,370	385,543	343,910	311,910	2,043	2,247	—	1,120,867	1,023,280	940,127
Punjab	—	—	—	10,663	8,311	—	14,992	11,717	1,667	25,655	20,028	1,400
Sind	—	—	—	—	—	—	—	—	—	—	—	—
Raj. & C. India	1,025	5,965	33,685	118,347	330,879	413,090	—	—	—	119,372	345,844	446,771
Bombay	—	—	—	230,773	442,526	485,240	—	—	—	230,773	442,526	485,240
Cent. Provs.	14,392	251	1,430	420,781	270,420	320,400	—	—	—	441,170	270,680	320,400
Berar	—	—	—	86,518	52,854	21,348	—	—	—	86,518	52,854	21,348
Nizam's Territory	—	—	—	358,990	663,903	921,929	—	—	—	358,990	663,903	921,929
Madras	3,635	—	—	19,944	18,064	38,903	—	—	—	23,479	18,064	38,903
Mysore	—	—	—	1,922	1,130	85	—	—	—	1,922	1,130	85
<b>TOTAL</b>	<b>1,071,051</b>	<b>1,961,549</b>	<b>2,076,530</b>	<b>1,630,511</b>	<b>2,142,066</b>	<b>2,515,974</b>	<b>17,035</b>	<b>14,001</b>	<b>1,667</b>	<b>3,027,507</b>	<b>4,117,600</b>	<b>4,596,415</b>
<i>By Sea—</i>												
Bengal	453	7	319	—	—	—	—	—	—	453	7	319
Bombay	—	—	—	—	1,684	170	—	—	—	—	1,684	170
Sind	—	—	—	18,683	4,047	906	—	—	—	12,683	4,047	906
Madras	—	—	—	—	—	—	—	—	—	—	—	—
Burma	—	—	—	—	—	—	—	—	—	—	—	—
Non-Brit. Ports in India	—	—	—	31,899	13,668	40,624	—	—	—	31,899	13,668	40,624
Foreign countries	—	—	—	—	405	1,305	—	—	—	—	405	1,305
<b>TOTAL</b>	<b>453</b>	<b>7</b>	<b>319</b>	<b>44,682</b>	<b>19,804</b>	<b>43,069</b>	<b>—</b>	<b>—</b>	<b>17</b>	<b>45,135</b>	<b>19,811</b>	<b>43,414</b>
<b>TOTAL IMPORTS</b>	<b>1,071,504</b>	<b>1,961,549</b>	<b>2,076,849</b>	<b>1,684,193</b>	<b>2,161,870</b>	<b>2,559,043</b>	<b>17,035</b>	<b>14,001</b>	<b>1,684</b>	<b>3,072,642</b>	<b>4,137,411</b>	<b>4,639,829</b>

QUANTITY (in hundredweight) of INDIGO imported by rail and river and by sea into CALCUTTA, the City of BOMBAY, and KARACHI, in May 1904, and from 1st January to 31st May 1904, and in the corresponding periods of 1902 and 1903

Whence exported	Calcutta			City of Bombay			Karachi			TOTAL		
	1902	1903	1904	1902	1903	1904	1902	1903	1904	1902	1903	1904
<b>Imports in May</b>												
<i>By Rail and River—</i>												
Assam										17	161	97
Bengal	17	161	97								9	14
U. P. of Agra & Oudh		9	23			1					141	240
Panjab							248	141	240	248	87	112
Sind								87	112			
Raj. & C. India					1	3					1	3
Bombay												
Cent. Provs.												
Berar				103	54					103	54	
Nizam's Territory				54	46	48				54	46	48
Madras												
Mysore												
<b>TOTAL</b>	<b>17</b>	<b>170</b>	<b>110</b>	<b>158</b>	<b>101</b>	<b>52</b>	<b>248</b>	<b>228</b>	<b>352</b>	<b>493</b>	<b>499</b>	<b>514</b>
<i>By Sea—</i>												
Bengal						14						14
Bombay				148	45	110				148	45	110
Sind												
Madras										3		3
Burma	3					3						
Non-Br. Ports in India												
Foreign countries												
<b>TOTAL</b>	<b>3</b>			<b>148</b>	<b>45</b>	<b>127</b>				<b>151</b>	<b>45</b>	<b>127</b>
<b>TOTAL IMPORTS</b>	<b>20</b>	<b>170</b>	<b>110</b>	<b>306</b>	<b>146</b>	<b>179</b>	<b>248</b>	<b>228</b>	<b>352</b>	<b>574</b>	<b>544</b>	<b>641</b>
<b>Imports to end of May</b>												
<i>By Rail and River—</i>												
Assam	18,884	5,161	9,310			14				18,884	5,161	9,324
Bengal	2,038	908	1,487	5	3	13				2,043	911	1,500
U. P. of Agra & Oudh							1,421	1,280	1,472	1,421	1,280	1,472
Panjab						7	456	244	1,207	456	744	1,214
Sind										11	181	10
Raj. & C. India				11	181	10				12	13	7
Bombay				12	13	7						4
Cent. Provs.						4						
Berar				2	15					2	15	
Nizam's Territory				350	414	113				350	414	113
Madras				192	90	945				192	98	945
Mysore												
<b>TOTAL</b>	<b>20,922</b>	<b>6,069</b>	<b>10,797</b>	<b>572</b>	<b>724</b>	<b>1,113</b>	<b>1,877</b>	<b>2,024</b>	<b>2,679</b>	<b>23,272</b>	<b>8,817</b>	<b>14,589</b>
<i>By Sea—</i>												
Bengal	38	5	10	20	76	155				44	81	105
Bombay				1,039	1,338	1,476				1,039	1,338	1,476
Sind				38						54		
Madras	16									10		
Burma	20					9						9
Non-Br. Ports in India				219	30	97			2	228	61	97
Foreign countries	9											
<b>TOTAL</b>	<b>53</b>	<b>5</b>	<b>10</b>	<b>1,312</b>	<b>1,473</b>	<b>1,737</b>		<b>2</b>		<b>1,365</b>	<b>1,480</b>	<b>1,747</b>
<b>TOTAL IMPORTS</b>	<b>20,975</b>	<b>6,074</b>	<b>10,807</b>	<b>1,884</b>	<b>1,197</b>	<b>2,850</b>	<b>1,877</b>	<b>2,026</b>	<b>2,679</b>	<b>24,735</b>	<b>10,297</b>	<b>16,336</b>

QUANTITY (in hundredweight) of JUTE, TEA, and RICE imported by rail and river and by sea into CALCUTTA, in May 1904, and from 1st January to 31st May 1904, and in the corresponding periods of 1902 and 1903

Whence exported	JUTE			TEA			RICE		
	1902	1903	1904	1902	1903	1904	1902	1903	1904
<b>Imports in May</b>									
<i>By Rail and River—</i>									
Assam	9,415	...	867	12,364	17,205	15,432	1,775	577	1,190
Bengal	789,392	119,031	164,019	13,837	10,742	17,485	399,384	359,355	391,374
United Provinces of Agra and Oudh	297	...	147	81	63	55	2	27	32
Punjab	...	...	...	...	...	524	18	29	32
Rajputana and Central India	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	...	...	...	...	...
Central Provinces	...	...	...	...	...	...	3,330	...	...
Berar	...	...	...	...	...	...	...	...	...
Nizam's Territory	...	...	...	...	...	...	...	...	...
Madras	...	2	...	...	...	...	4,034	25	...
<b>TOTAL</b>	<b>799,105</b>	<b>119,033</b>	<b>165,063</b>	<b>26,342</b>	<b>28,010</b>	<b>26,497</b>	<b>408,543</b>	<b>359,013</b>	<b>392,628</b>
<i>By Sea—</i>									
Bengal	387	3	4,544	101	312	206	24,827	8,514	19,076
Bombay	...	...	...	...	...	77	...	6	39
Madras	...	...	1,298	...	...	88	...	44	...
Burma	...	...	...	...	69	2	89,021	2,378	2,844
Non-British Ports in India	...	...	...	...	...	...	...	...	...
Foreign countries	...	379	...	76	128	143	12	25	15
<b>TOTAL</b>	<b>317</b>	<b>382</b>	<b>6,042</b>	<b>177</b>	<b>409</b>	<b>516</b>	<b>110,861</b>	<b>10,967</b>	<b>21,924</b>
<b>TOTAL IMPORTS</b>	<b>799,422</b>	<b>119,415</b>	<b>171,105</b>	<b>26,519</b>	<b>28,419</b>	<b>27,013</b>	<b>519,404</b>	<b>370,080</b>	<b>414,552</b>
<b>Imports to end of May</b>									
<i>By Rail and River—</i>									
Assam	89,232	42,374	86,503	118,398	102,383	117,041	64,757	4,508	40,723
Bengal	7,272,848	2,190,581	3,166,317	74,192	29,003	32,202	4,288,046	4,345,089	4,078,134
United Provinces of Agra and Oudh	4,871	30,801	9,216	950	263	274	649	2,098	1,838
Punjab	...	...	...	109	143	1,080	118	48	123
Rajputana and Central India	...	...	...	...	...	...	...	...	14
Bombay	...	...	...	...	...	...	...	...	...
Central Provinces	...	194	...	...	...	...	13,390	37	94
Berar	...	...	...	...	...	...	...	...	...
Nizam's Territory	...	...	...	...	...	...	...	...	...
Madras	...	2	...	...	...	...	6,262	148	197
<b>TOTAL</b>	<b>7,367,014</b>	<b>2,264,012</b>	<b>3,262,135</b>	<b>133,656</b>	<b>131,793</b>	<b>150,599</b>	<b>4,373,222</b>	<b>4,332,028</b>	<b>4,121,133</b>
<i>By Sea—</i>									
Bengal	38,422	10,909	33,282	585	723	738	101,559	70,507	73,348
Bombay	...	...	...	4	3	77	...	161	57
Madras	...	...	6,363	343	258	279	...	47	...
Burma	...	...	...	2	70	2	422,118	114,584	38,525
Non-British Ports in India	...	...	...	...	...	...	...	...	...
Foreign countries	36	5,837	45	667	785	616	95	566	390
<b>TOTAL</b>	<b>38,458</b>	<b>16,746</b>	<b>39,890</b>	<b>1,501</b>	<b>1,839</b>	<b>1,712</b>	<b>523,772</b>	<b>186,025</b>	<b>112,350</b>
<b>TOTAL IMPORTS</b>	<b>7,405,472</b>	<b>2,280,758</b>	<b>3,302,025</b>	<b>135,157</b>	<b>133,632</b>	<b>152,311</b>	<b>4,896,994</b>	<b>4,518,053</b>	<b>4,233,473</b>

J. A. ROBERTSON  
Director-General of Statistics

J. WILSON  
Secretary to the Government of India

GOVERNMENT OF INDIA.  
HOME DEPARTMENT.SANITARY.  
PLAGUE.

Simla, the 28th July, 1904.

The following statement of plague seizures and deaths reported in India, during the week ending the 23rd July 1904, is published for general information :

Residency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SIMLA.	Northern.	Bombay City	B., B. & C. I. & C. I. P.	89	89
		Dholera Port			
		Ahmedabad City	B., B. & C. I.		
		Gogha Port			
		Ahmedabad District	B., B. & C. I. & B. G. J. P.	8	8
		Broach Port			
		Broach District		1	1
		Paseh Mahals District		10	8
		Mahikantha State			
		Kaira District		14	6
		Rowakantha State			
		Bulsar Port		4	8
		Surat Town and Port		19	19
		Surat District		156	111
		Jhars Port			
		Bandra Port	B., B. & C. I.	8	8
		Utan			
		Vasars			
		Kelva			
		Trombay	G. I. P.		
		Tarapur	B., B. & C. I.		
		Manori			
		Mahim			
		Dhau			
		Bhiwandi	G. I. P.		
		Agashi	B., B. & C. I.		
		Bhirgaon			
		Bessala			
		Kalyan	G. I. P.	8	8
		Thana		10	6
		Umbergaon Port	B., B. & C. I.		
		Kou			
		Thana District	G. I. P. & B., B. & C. I.	11	6
	Central.	Ahmednagar District	Dhond and Manmad (G. I. P.)	47 (a)	51 (a)
		Khandesh	B., B. & C. I. & G. I. P.	45	23
		Nasik	G. I. P. & N. G.		
		Poona City	S. M. & G. I. P.	1	
		Poona District	S. M. & G. I. P.	12	8
		Satara	S. M.	171	108
		Sholapur Town	G. I. P.		
		Sholapur District	G. I. P., S. M. & Bara	41	26

(a) Figures for two weeks ending 23rd July 1904.

Residency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Southern.	Alibag Port			
		Panvel "			1
		Pahbi "			
		Roha "			
		Revdamda "			
		Kolaba District	G. I. P.	10	8
		Ratnagiri Port		3	3
		Visedrug "			
		Harnai "			
		Rajapur "			
		Vangurda "			
		Jaitapur "			
		Dabhal "			
		Jolmad "			
		Deogad "			
		Ratnagiri District			
		Bolgaum "	S. M.	457	816
		Dharwar District		404	290
		Karwar Port			
		Akola "			
		Kumta "			
		Savantvadi State			
		Nijapur District	S. M. & G. I. P.	399	220
		Kanara "			
	Sind.	Karachi Town and Port ...	N. W.		
		Karachi District		1 (a)	1 (a)
		Hyderabad Town			
		Hyderabad District	& J. B.		
		Thar and Parker District	J. B.		
		Larkhana "	N. W.		
		Bukkar District			
		Khairpur State			
		Aundh State		16	11
		Tuna Port			
	Political charges.	Mandvi "			
		Mundra "			
		Jakau "		5	3
		Cutch State		4	4
		Cambay "	B., B. & C. I.		
		Savanur "			
		Bhor "			
		Porbandar Port	B. G. J. P.	3	3
		Jamnagar Town and Port			
		Tharavagar Town and Port	R. G. J. P.		
		Mangrol Port			
		Jodia Port			1
		Salaya "		3	3

(a) Imported case.

Agency Province	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague measures.	Plague deaths.
Bombay Presidency and Sind.	Political charges.	Jafraabad Port		3	3
		Veraval			
		Vavanis			
		Kathiawar State	B., B. & C. I., Morvi & B. G. J. P.	221	119
		Kolhapur Town	S. M.		
		Kolhapur and Southern Mahratta Country	S. M.		
		Sechin State	B., B. & C. I.		
		Dharampur			
		Srivardhan Fort			
		Murud		3	2
		Barimandla			
		Nandgaon			
		Janjira			
		Janjira State			
		Volan Port			
		Billimora	B., B. & C. I.	6	5
		Kodinar		8	4
		Baroda City	B., B. & C. I.	1	1
		Baroda State		74	33
		Jath			
		Bijapur State	S. M. & G. I. P.		
		Surat	B., B. & C. I.	2	2
		Aden		2 (h)	1 (h)
		TOTAL		2,166	1,473
Madras Presidency.		Salem Town	Madras		
		Salem District		83 (g)	12 (b)
		Bellary Cantonment	S. M.		
		Bellary Town			
		Bellary District	S. I. & Madras	99 (c)	63 (i)
		Coimbatore Town	Madras	1	1
		Coimbatore District	Madras, S. I. & Nilgiri	151 (g)	109 (d)
		Nilgiris	Madras		
		North Arcot	S. I. & Madras	8 (d)	7 (d)
		South Arcot District			
		Cuddalore Port			
		Tinnevely District			
		Malabar	Madras		
		Cuddalore	S. I. & Madras	2	1
		Mangalore Port		13	12
		Ermala			
		South Canara District		2 (h)	2 (b)
		Madras City	Madras and S. I.		
		Chingleput District	S. I. & Madras		
		Godavari	Madras		
		Tanjore	S. I.		
		Anantapur	Madras, S. I. & S. M.	34 (b)	14 (b)
		Madura	S. I.		
		Kistna			
		Cochin State			
		Kernool District		1 (f)	
		TOTAL		344	253

(b) Two imported cases.  
(c) Five  
(d) Three  
(g) Seven

(h) Imported. For week ending 16th July 1904.  
(i) One imported case.  
(j) Six imported cases.  
(k) Imported cases.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BENGAL.	Presidency	Calcutta	E. I., E. B. S. & B. N.	7	6
		Nadia District	E. B. S. & B. O. & E. K.		
		24-Parganas District	E. B. S., B. O. & E. I.		
		Khulna	B. G.		
	Burdwan	Midnapore District	B. N. E.	1	2
		Howrah Town	B. N. & H. A.		
		Howrah District	E. I., B. N. & H. A. & H. S.		
		Burdwan	"		
	Patna	Birbham	"		
		Champan District	B. & N. W.		
		Chapra Town	"	50	34
		Saran District	"		
		Gaya Town	E. I.		
		Gaya District	"	1	2
		Muzaffarpur District	B. & N. W.	2	1
		Muzaffarpur Town	"	2	1
		Darbhanga District	"	2	1
		Shahabad District	E. I.	37	37
	Bhagalpur	Patna City	"	25	22
		Patna District	"	4	8
		Monghyr Town	"		
		Monghyr District	"		
	Chota Nagpur	Bhagalpur Town	"		
		Bhagalpur District	" & B. & N. W.		
	Orissa	Sonthal Parganas District	"		
		Palamau District	"		
	Orissa	Cuttack District	B. N. E.		
			TOTAL	129	114
UNDEVELOPED PROVINCES.	Allahabad	Allahabad City	E. I.		
		Allahabad District	" & O. & B.		
		Cawnpore City	E. I., O. & B., B., B. & C. I., & G. I. P. (I. M. Sec.)		
		Cawnpore District	"		
		Fatehpur	E. I.		
		Banda District	G. I. P. (I. M. Sec.) & E. I. R.		
		Jhansi City	" ( " )		
		Jhansi District	" ( " )		
	Benares	Hamirpur	" ( " )		
		Jalaun	" ( " )		
		Benares Cantonment	B. & N. W. & O. & B.		
		Benares City	"		
		Benares District	B. & N. W., O. & B. & K. I.		
		Ballia	B. & N. W.	25	9
		Jaunpur City	O. & B.		
		Jaunpur District	" & B. & N. W.		
		Ghazipur	E. I. & B. & N. W.	25	1
		Mirzapur City	E. I.		
		Mirzapur District	" & O. & B.		



Sanoy Place.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Plague cases.	Plague deaths.
Fyzabad	Fyzabad	Bahraich District	B. & N. W.	...	...	...	1	1
		Gonda	O. & R.	...	...	...	1	1
		Partabgarh	O. & R.	...	...	...	1	1
		Saltanpur	O. & R.	...	...	...	1	1
		Ajodhia	O. & R.	...	...	...	1	1
		Fyzabad City	O. & R.	...	...	...	1	1
		Fyzabad District	O. & R.	...	...	...	1	1
		Bara Banki Town	B. & N. W.	...	...	...	3	3
		Bara Banki District	B. & N. W. & O. & R.	...	...	...	3	3
		Asangarh City	B. & N. W. & O. & R.	...	...	...	10	6
Gorakhpur	Gorakhpur	Asangarh District	B. & N. W.	...	...	...	2	2
		Gorakhpur City	B. & N. W.	...	...	...	2	2
		Gorakhpur District	B. & N. W.	...	...	...	2	2
		Basti District	N. W.	...	...	...	1	1
		Meerut City	N. W.	...	...	...	1	1
		Meerut Cantonment	N. W., O. & R. & E. I.	...	...	...	1	1
		Meerut District	N. W.	...	...	...	1	1
		Muzaffarnagar City	N. W.	...	...	...	1	1
		Muzaffarnagar District	E. I. & O. & R.	...	...	...	1	1
		Aligarh	O. & R. & N. W.	...	...	...	1	1
Meerut	Meerut	Saharanpur City	O. & R. & N. W.	...	...	...	1	1
		Saharanpur District	O. & R. & N. W.	...	...	...	1	1
		Hardwar Union	O. & R. & N. W.	...	...	...	1	1
		Roorkhee Town	O. & R. & N. W.	...	...	...	1	1
		Bulandshahr District	O. & R. & N. W.	...	...	...	1	1
		Dehra Dun	O. & R. & N. W.	...	...	...	1	1
		Unao District	O. & R. & N. W.	...	...	...	1	1
		Lucknow City	B. & N. W. & R. K.	...	...	...	1	1
		Lucknow District	O. & R.	...	...	...	1	1
		Hardoi	O. & R.	...	...	...	1	1
Lucknow	Lucknow	Rae Bareilly	R. K.	...	...	...	1	1
		Sitapur	R. K.	...	...	...	1	1
		Kheri	R. K.	...	...	...	1	1
		Etawah City	E. I.	...	...	...	1	1
		Etawah District	E. I.	...	...	...	1	1
		Fatehgarh	B. B. & C. I.	...	...	...	1	1
		Farrukhabad Town	B. B. & C. I.	...	...	...	1	1
		Farrukhabad District	B. B. & C. I.	...	...	...	1	1
		Mainpuri	E. I.	...	...	...	1	1
		Agra City	B. B. & C. I., G. L. P. & E. I.	...	...	...	1	1
Agra	Agra	Agra District	B. B. & C. I., G. L. P. & E. I.	...	...	...	1	1
		Etah	B. B. & C. I., G. L. P. & E. I.	...	...	...	1	1
		Mottra	B. B. & C. I., G. L. P. & E. I.	...	...	...	1	1
		Mottra City	B. B. & C. I., G. L. P. & E. I.	...	...	...	1	1
		Bareilly City	B. B. & C. I., G. L. P. & E. I.	...	...	...	1	1
		Bareilly District	B. B. & C. I., G. L. P. & E. I.	...	...	...	1	1
		Shahjahanpur District	B. B. & C. I., G. L. P. & E. I.	...	...	...	1	1
		Shahjahanpur City	B. B. & C. I., G. L. P. & E. I.	...	...	...	1	1
		Budans District	B. B. & C. I., G. L. P. & E. I.	...	...	...	1	1
		Bijnor Town	B. B. & C. I., G. L. P. & E. I.	...	...	...	1	1
Bihar	Bihar	Bijnor District	O. & R.	...	...	...	1	1
		Naini Tal	O. & R.	...	...	...	1	1
		Garhwal District	O. & R.	...	...	...	1	1
		Garhwal District	O. & R.	...	...	...	1	1
		Garhwal District	O. & R.	...	...	...	1	1
		Garhwal District	O. & R.	...	...	...	1	1
		Garhwal District	O. & R.	...	...	...	1	1
		Garhwal District	O. & R.	...	...	...	1	1
		Garhwal District	O. & R.	...	...	...	1	1
		Garhwal District	O. & R.	...	...	...	1	1
TOTAL				70	58			

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.					Plague seizures.
PUNJAB.	Jullundur	Ludhiana District	N. W.					
		Jullundur					6	
		Hoshiarpur District					8	
		Ferozepur	N. W.				10	
		Kangra					10	
	Lahore	Amritsar City	N. W.					4
		Amritsar District					4	
		Gurdaspur					1	
		Lahore					2	
		Lahore Municipality					2	
		Gujranwala District					2	
		Sialkot					4	
		Montgomery					10	
	Rawalpindi	Rawalpindi District	N. W.					10
		Gujrat					5	
		Shahpur					6	
		Jhelum					5	
	Multan	Jhang					10	
		Multan					10	
		Mianwali					10	
	Delhi	Gurgaon	B., B. & C. I.					10
		Delhi	E. I., O. & E., B., B. & C. I., & N. W.					10
		Hissar	B., B. & C. I. & N. W.					10
		Karnal	E. I.					2
		Simla	S. K.					10
		Amballa	N. W. & E. I.					1
		Rohtak	N. W.					10
			Patiala City	Rajpura-Bhatinda (N. W. Ry.)				
		Patiala State	N. W., E. I., B., B. & C. I. & J. B.					10
		Kapurthala State	N. W.					10
	Total							
CENTRAL PROVINCES (including Berar).	Nerbudda	Burhanpur Town						10
		Nimar District	G. I. P. & E., B. & C. I.					10
		Hoshangabad Town						10
		Hoshangabad District						10
		Narsingpur Town						10
		Narsingpur District						10
		Chhindwara	B. N.					10
		Khandwa Town	B., B. & C. I. & G. I. P.					10
		Betal District						10

Residency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague measures.	Plague deaths.
CENTRAL PROVINCES (including Berar).	Nagpur	Nagpur City	B. N. & G. I. P.		
		Nagpur District		9	5
		Wardha Town	G. I. P.		
		Wardha District			
		Chanda "			
		Bhandara Town	B. N.		
		Bhandara District			
		Balaghat "			
		Balaghat Town	E. I. & G. I. P.		
	Jubbulpore	Jubbulpore Town			
		Jubbulpore District	E. I. & G. I. P.		
		Damoh Town	G. I. P. (I. M. Sec.)		
		Damoh District			
		Saugor Cantonment			
		Saugor Town			
		Saugor District			
		Seoni District	B. N.		
		Mandla "			
	Chhattisgarh	Bilaspur Town			
		Bilaspur District			
		Raipur "			
		Sambalpur "			
		Akola District	G. I. P.	2	
		Buldana "			
		Wan "			
		Basin "			
		Amraoti "	G. I. P.		
		Ellichpur "			
		Yectmal "			
		TOTAL		11	5
MYSORE STATE.		Bangalore City	S. M. & Madras	9	1
		Bangalore Civil and Military Station		17	11
		Bangalore District		153	119
		Mysore City		6	2
		Mysore District	" & Madras	145	108
		Kolar "	Madras and S. M.	45	33
		Kolar Gold Fields		11	8
		Tumkur District	S. M.	29	13
		Shimoga "		105	68
		Chitaldrug "		84	18
		Kadur "		168	118
		Hassan "		35	19
		TOTAL		773	519

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.				Traversed by what railways.				Plague seizures.	Plague deaths.
HYDERABAD STATE.		Aurangabad District	...	...	...	N. G. S.	...	...	...	16 (a)	12 (a)
		Bir	...	...	...	...	...	...	...	...	...
		Hyderabad	...	...	...	N. G. S.	...	...	...	...	...
		Indur	...	...	...	"	...	...	...	...	...
		Jamanabad	...	...	...	G. I. P. & Barri	...	...	...	...	...
		Lingragur	...	...	...	S. M.	...	...	...	...	...
		Parbhani	...	...	...	N. G. S.	...	...	...	...	...
		Baichur	...	...	...	G. I. P. & Madras	...	...	...	91 (a)	70 (a)
		Gulbarga	...	...	...	G. I. P. & N. G. S.	...	...	...	50 (a)	75 (a)
		Nander	...	...	...	N. G. S.	...	...	...	...	...
						TOTAL				165	157
		Indore City	...	...	...	B., B. & C. I.	...	...	...	...	...
		Indore State...	...	...	...	...	...	...	...	...	...
		Ujjain City	...	...	...	...	...	...	...	...	...
		Gwalior	...	...	...	...	...	...	...	...	...
		Gwalior State	...	...	...	B., B. & C. I., G. I. P.	...	...	...	...	...
		Dhar	...	...	...	G. I. P. (I. M. Sec.) & Gwalior	...	...	...	...	...
		Pathari State	...	...	...	G. I. P. (I. M. Sec.)	...	...	...	...	...
		Bhopal City	...	...	...	...	...	...	...	...	...
		Bhopal State	...	...	...	G. I. P.	...	...	...	...	...
		Mhow Cantonment	...	...	...	B., B. & C. I. (Rajputana-Malwa)	...	...	...	...	...
		Nimach	...	...	...	...	...	...	...	...	...
		Indore Residency	...	...	...	...	...	...	...	...	...
		Rutlam City	...	...	...	B., B. & C. I.	...	...	...	...	...
		Rutlam State	...	...	...	...	...	...	...	...	...
		Dewas Town	...	...	...	...	...	...	...	...	...
		Dewas State	...	...	...	G. I. P.	...	...	...	...	...
Narsingarh State		...	...	...	...	...	...	...	...	...	
Guaranteed Holdings (Malwa Agency)		...	...	...	...	...	...	...	...	...	
Tonk State (portion in Central India)		...	...	...	G. I. P.	...	...	...	...	...	
Bohore		...	...	...	...	...	...	...	...	...	
Sailana		...	...	...	B., B. & C. I.	...	...	...	...	...	
Piploda District		...	...	...	...	...	...	...	...	...	
Dagli State		...	...	...	...	...	...	...	...	...	
Jhabua		...	...	...	B., B. & C. I.	...	...	...	...	...	
Jaora		...	...	...	...	...	...	...	...	...	
Jaora Town		...	...	...	...	...	...	...	...	...	
Agar Military Station	...	...	...	...	...	...	...	...	...		
Manpur	...	...	...	...	...	...	...	...	...		
Sitamaru State	...	...	...	...	...	...	...	...	...		
Rajgarh	...	...	...	...	...	...	...	...	...		
Kurwai	...	...	...	...	...	...	...	...	...		
				TOTAL				...	...		
CENTRAL INDIA.		Abu Road	...	...	...	...	...	...	...	...	
		Mewar State	...	...	...	B., B. & C. I.	...	...	...	1 (a)	
		Partabgarh State	...	...	...	...	...	...	...	...	
		Chitor (Udaipur State)	...	...	...	...	...	...	...	3 (b)	
		Donk State	...	...	...	...	...	...	...	...	
		Marwar	...	...	...	J. B.	...	...	...	...	
		Jaipur	...	...	...	...	...	...	...	1 (a)	
RAJPUTANA											

(a) Figures for the period from 12th to 18th July 1904.

(b) Figures for week ending 16th July 1904.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Plague seizures.	Plague deaths.
RAJPUTANA		Kishengarh Town	C. I.					
		Bikanir State	J. R.					
		Jhalawar "	}					
		Kotah State						
		Sirohi "	B., B. & C. I.					
		Shahpura State						
		Alwar "	B., B. & C. I.					
		Banswara Town						
		Bharatpur State						
		TOTAL						
KASHMIR		Hamirpur-Sidhan (Akhaur Tahsil)						
		Jammu City						
		Jammu Province	N. W.					
		Kashmir Province						
		Srinagar District						
		Srinagar City						
TOTAL								
N.-W. F. PROVINCE		Abbottabad Town						
		Hazara District						
		Peshawar Town						
		Peshawar District						
TOTAL								
BALUCHIS- TAN.		Sonmiani						
		Hirok	N. W.					
		Sibi						
TOTAL								
GRAND TOTAL							3,736	2,808

H. H. RISLEY,  
Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Rainfall summary for the seven days ending at 8 a.m. on Thursday, the 28th July 1904, based on the India Daily Weather Reports of the period.**

The quiet weather, which prevailed over the Indian region last week, has continued during the week under review. A feeble barometric depression or storm passed from the head of the Bay to the Meerut district between the 22nd and the 25th, but the storm was at no time of any intensity, though it determined fairly heavy falls of rain to stations and districts in its neighbourhood. The Arabian Sea monsoon current was below its normal strength throughout the week, and had fallen very light by the two last days. The Bay current was unsteady, but on most days flowed fairly freely into north-east India. The Bay monsoon current appears to have been diverted to some extent from Burma where the rainfall for the week was considerably lighter than usual, while on the other hand it flowed freely up the Bay into Bengal. In consequence in part of the determination of the current to northern India and in part of the action of the storm mentioned above the whole of northern India, from Assam as far west as the south-east of the Punjab and including the east of Rajputana and Central India received generally heavier rain than usual and over the greater part of this area daily rain fell during the week. This general rain over northern India in the latter part of the week appears to have been due to the action of both branches of the monsoon current for while the Bay current blew freely into north-east India and to a certain extent up the Gangetic Plain, there was from the north of the Arabian Sea across the Kathiawar Coast a very strong current which apparently gave rain to the hill and submontane regions of north-west India. This current passed over Gujarat, the west of Rajputana, Sind and the south and centre of the Punjab without depositing any moisture of importance, and the greater part of this area was actually or practically rainless during the week.

The Bombay monsoon current as mentioned above was weak. It gave, however, daily rain to the west coast stations, moderate showers to south India and light scattered showers to the Satpuras, the Deccan and the East coast districts.

The rainfall table shows that the week's rainfall was normal or above the normal over Assam, Bengal, the east Himalayas and sub-Himalayas, the west Himalayas and sub-Himalayas, the Patna, Cawnpore, Jhansi and Jaipur subdivisions, and the south India and East coast (south) divisions. It was on the other hand deficient in all other parts of India and in Burma. The average actual rainfall for the week ranged from 0.04" in the North-west dry area, 0.09" in the Hyderabad subdivision, 0.11" in the Rajkot subdivision, 0.15" in the Bijapur subdivision and 0.17" in the west Satpuras division to 11.08" in the Dinajpur subdivision, 8.60" in the Narayangunj subdivision and 8.08" in the Brahmaputra Valley division. The rainfall was generally very deficient over western, central and north-western India.

The seasonal rainfall is more than 20% below the normal over the Ludhiana subdivision (-26%); the Lahore subdivision (-44%); the North-west dry division (-65%); the Jubbulpore subdivision (-35%); the Indore subdivision (-42%); the Gujarat division (-62%) and the west Satpuras division (-35%).

RAINFALL DIVISION WITH REPRESENTATIVE STATION.	Rainfall sub-division named after representative station.	RAINFALL DATA FOR WEEK ENDING 25TH JULY 1904.			RAINFALL DATA FROM 25TH APRIL 1904 TO 25TH JULY 1904.			SEASONAL PERCENTAGE DEPARTURE FROM NORMAL.	
		Average actual rainfall.	Average normal rainfall.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect in inches.	This week.	Last week.
		Inches.	Inches.	Inches.	Inches.	Inches.			
Burma Coast (Rangoon)	...	5'47	9'04	-3'57	94'70	78'90	+15'80	+20	+28
Burma Wet (Bhamo)	...	3'81	3'52	-0'26	32'93	30'40	+2'53	+8	+19
Burma Dry (Mandalay)	...	0'53	0'99	-0'46	13'51	13'68	-0'17	-1	+2
Delta of Bengal	{ Narayanganj	8'60	3'89	+4'71	48'08	44'89	+3'19	+7	-4
	{ Calcutta	4'43	8'18	+1'25	37'18	20'19	+7'99	+27	+26
Brahmaputra Valley (Sibsagar)	...	8'08	5'60	+2'48	58'28	20'92	+12'70	-18	-23
Himalayas and Sub-Himalaya, East.	{ Dinapur	11'08	4'76	+6'32	45'31	48'24	-2'93	-6	-21
	{ Darbhanga	5'20	3'25	+1'95	25'20	22'39	+2'81	+4	-6
	{ Bahraich	3'71	1'78	+1'93	20'89	19'84	+1'05	+5	+1
Indo-Gangetic Plain, East	{ Burdwan	1'10	2'66	-1'56	20'12	27'88	+1'24	+4	+11
	{ Patna	5'99	3'19	+2'80	28'84	19'90	+8'94	+45	+37
Himalayas and Sub-Himalaya, West.	{ Simla	5'20	3'15	+2'05	19'84	20'14	-0'30	-1	-14
	{ Ludhiana	3'02	2'75	+0'27	12'58	17'11	-4'53	-26	-33
Indo-Gangetic Plain, West	{ Cawnpore	4'10	2'37	+1'73	14'91	14'70	+0'21	+1	-12
N.-W. Dry Area (Bikaner)	{ Lahore	0'23	1'38	-1'15	5'66	10'11	-4'45	-44	-38
Baluchistan (Quetta)	...	0'04	0'75	-0'71	1'51	4'26	-2'75	-65	-58
	...	0	0'12	-0'12	0'24	0'95	-0'71	-75	-71
East Coast, North	{ Waltair	0'67	1'21	-0'54	13'16	12'05	+1'11	+9	+15
	{ Cuttack	1'38	2'97	-1'64	22'99	25'98	-2'99	-12	-6
East Satpuras	{ Ranchi	3'57	3'92	-0'35	38'90	27'32	+11'58	+42	+51
	{ Raipur	0'58	3'87	-3'29	19'81	24'80	-4'99	-20	-8
	{ Jabulpore	2'28	4'76	-2'48	18'12	27'79	-9'67	-35	-31
Central India Plateau	{ Jhansi	3'81	3'29	+0'52	23'99	20'50	+3'49	+17	+17
	{ Jaipur	2'19	1'50	+0'69	8'82	9'71	-0'89	-9	-19
	{ Indore	1'51	3'31	-1'80	10'88	18'78	-7'90	-42	-39
West Coast	{ Calicut	2'46	5'19	-2'73	66'29	55'20	+11'09	+20	+28
	{ Bombay	3'38	6'33	-2'95	68'72	60'24	+8'48	+14	+21
Gujarat	{ Ahmedabad	0'55	3'57	-3'02	6'74	22'30	-15'56	-70	-67
West Satpuras (Akola)	{ Rajkot	0'11	2'66	-2'55	5'73	12'58	-6'85	-54	-43
	...	0'17	2'15	-1'98	10'28	15'76	-5'48	-35	-26
Deccan	{ Bellary	0'75	0'76	-0'01	7'40	7'62	-0'22	-3	-3
	{ Bijapur	0'15	1'46	-1'31	10'37	12'57	-2'20	-18	-8
	{ Hyderabad	0'09	1'60	-1'51	9'83	10'28	-0'45	-4	+12
South India	{ Mysore	0'93	0'71	+0'22	15'15	10'25	+4'90	+48	+49
East Coast South (Madras)	{ Madura	1'39	0'44	+0'95	9'32	6'86	+2'46	+36	+24
	...	1'27	0'53	+0'74	5'96	4'64	+1'32	+28	+14

W. L. DALLAS,

for Meteorological Reporter to the Government of India  
and Director General of Indian Observatories.

J. WILSON,

Secretary to the Government of India.

Sd/-  
The 28th July, 1904.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,  
23rd July 1904.

**Madras.**—The rainfall of the week was good in parts of the Carnatic, the West Coast districts and in the hills, and light to fair elsewhere. There was no rain in Tinnevely. Irrigation supplies are sufficient except in parts of Godavari, Kurnool, Bellary, Anantapur, Salem and Madura. Ploughing, sowing and transplanting are in progress in parts. The standing crops are in good condition. Harvests continue in parts with fair to normal outturn. Pasture is scanty in parts of Kistna, Neilore, the Deccan and the Southern districts. Fodder is procurable. The condition of cattle is good. Prices are almost stationary.

**Bombay.**—There was heavy rain during the week in parts of Ratnagiri, Belgaum and Kanara; good in parts of Thana, Kolaba and Nasik; slight in parts of Surat, Kaira, Poona, Satara and Dharwar; and very slight in parts of Thar and Parkar, Ahmedabad, the Panch Mahals, Broach, Khandesh, Ahmednagar, Sholapur, Bijapur, Rajkot and Baroda. More rain is generally needed for autumn sowings and for transplantation. Water is deficient in canals in Sindh. Sowing of autumn crops is generally in progress, but is retarded for want of sufficient rain in parts of Broach, Surat, the Deccan, the Carnatic and Wadhwan. Transplantation is in progress in parts of Sindh, the Konkan, Nasik, Poona, Satara and Belgaum, but is retarded owing to insufficient moisture in parts of Sukkur and Thana. Autumn seedlings have been damaged by locusts in parts of Khandesh, Ahmednagar and Poona; by insects in parts of the Upper Sindh Frontier and Bijapur; by rats in parts of Hyderabad; and are suffering for want of sufficient rain in parts of Ahmedabad, Nasik, Ahmednagar and Sholapur. Fodder-supply and agricultural stock are generally sufficient. The water-supply is generally adequate. Prices have fallen in two districts; risen in two; and are stationary elsewhere.

**Bengal.**—The rainfall during the week was general, but not evenly distributed. The districts of Rajshahi, Dinajpur, Muzaffarpur, Darbhanga, Purnea and Angul are in need of more rain. Excessive rain has caused some damage to crops in Midnapore, Hooghly, Howrah, the 24-Parganas and Shahabad. Transplantation of winter rice is in progress. Prospects are fair. Fodder and water are generally sufficient. The price of common rice has risen in six districts; has fallen in seven; and is stationary in the remainder.

**United Provinces.**—Rain has been general during the week. The heaviest fall 6 to 9 inches was in the Bundelkhand districts, where agricultural operations have in places been stopped, owing to excessive rain; elsewhere autumn sowings have been completed and weeding has begun. Transplantation of rice has commenced. Locusts passed through the Farrukhabad and Hardoi districts, but no damage was done. Supplies and fodder are sufficient and prices are stationary.

**Punjab.**—Good rain has fallen during the week in Delhi, Sialkot, Shahpur and in parts of the Umballa, Jullundur, Ferozepore, Lahore and Rawalpindi districts. Slight falls have also been reported from other districts, except Mooltan. More rain is urgently wanted in Hissar, Jullundur, Ferozepore, Amritsar and Mianwali. The price of wheat is rising in Hissar, Ferozepore, Amritsar, Shahpur, Rawalpindi and Mianwali. The prices of other food-grains are generally unchanged. Extra spring crops are still being removed in Lahore. Sowings of autumn crops are in progress in all districts, except on unirrigated lands in parts of Hissar, Ferozepore and Shahpur. The standing crops are reported good in Delhi, Umballa, Lahore, Amritsar and Sialkot, and fair in Jullundur and Ferozepore. The outturn of tobacco is reported to be good in Lahore. The cotton crop has been damaged to some extent by an insect called "Toka" in the Sialkot and Shahpur districts. Locusts appeared in parts of Hissar, but did no damage. Cattle are generally in good condition. Fodder is sufficient in all districts except in parts of Delhi.

**North-West Frontier Province.**—The rainfall of the week averaged 2 to 6 inches in Hazara, and over one inch in Peshawar and Bannu, and there were good showers elsewhere. More rain is still needed in all districts but Hazara. Autumn sowings are in progress and the prospects of the standing crops are generally good. The canal water-supply is sufficient and is increasing. Cattle are in good condition. Stocks of food-grains and fodder are ample. Prices are falling in Peshawar, but are rising slightly in Dera Ismail Khan.



**Burma.**—The rainfall of the week was general and adequate except in Kyaukse where there was no rain and in Shwebo, Myingyan and the Lower Chindwin where the fall was slight. Agricultural operations are progressing satisfactorily. Ploughing and sowing have recommenced in Thaton. Transplanting has begun in four more districts. Ploughing for late sesamum has started in the Salingyi township of Lower Chindwin. In Tavoy early sowings have failed in parts owing to heavy rains. More rain is needed in the Yenangyaung township of Magwe. The crop prospects are on the whole good. The price of paddy has fallen considerably in Thayetmyo and Katha and slightly at four other centres; elsewhere it is unchanged.

**Central Provinces.**—Light to moderately heavy rain has fallen during the week in all districts except Amraoti. The heaviest falls were in the Vindhyan and Nerbudda Valley districts and in Balaghat; in other districts the falls were light. Sambalpur is the only district in which the rainfall up to date equals the average, elsewhere it is generally much in defect. More rain is urgently required in Seoni, Chhindwara, Nagpur, Chanda, Bhandara, Raipur, part of Bilaspur and the Berar districts. Rice is being resown in places in Sambalpur owing to the damage caused by excessive rain; while lack of rain is delaying transplantation of rice in Seoni, Bhandara and Nagpur. Autumn sowings continue and germination is generally good. Weeding operations are in progress. Locusts are reported to be causing slight damage to the young crops in Hoshangabad, Betul, Chhindwara, Chanda, Raipur, Basim, Ellichpur and Wun. Grasshoppers have appeared in Raipur. Prices show a slight tendency to fall. The price of gram in Betul has risen from 25 to 21½ seers per rupee.

**Assam.**—There was heavy rain during the week in the Surma Valley and light to moderate rain elsewhere. Ploughing for and transplanting of late rice; reaping of early rice; and plucking and manufacture of tea are in progress. The prospects of tea are good in Gachar, Nowgong and Sibsagar and fair elsewhere. The prospects of sugarcane and cotton are generally fair and of jute fair in Sylhet and the Garo Hills and poor in Goalpara. Early rice promises a fair outturn in all districts, except Goalpara, Kamrup and Nowgong. Prices—common rice—Silchar, 17; Sylhet and Dhubri, 16; Tezpur, 14; Gauhati, Nowgong, Sibsagar and Dibrugarh 13 seers per rupee.

**Mysore.**—The rainfall of the week was good in Kadir, Shimoga, and fair in other parts of the Province. Prices are steady. The standing crops are in good condition. The prospects of the season are good. Cattle are healthy, except in parts of Mysore and Chitaldroog. Water and fodder are available.

**Coorg.**—Rainfall—six inches 34 cents. Transplanting of rice continues. Prices of food-grains are normal. Water and fodder are ample.

**Hyderabad.**—Rainfall—74 cents. Autumn and early rice sowings continue and more lands are being prepared for sowings. Prospects are generally good. Prices—wheat 13½, rice 11½ and *juar* 28 seers per *hali* rupee.

**Rajputana.**—Rain fell throughout Rajputana during the week except in the Marwar and Jaisalmer States. The maximum fall was 4 inches 70 cents at Karauli and the minimum 4 cents at Reni in Bikanir. Agricultural operations are satisfactory. Ploughing and sowing for autumn crops are in progress. Agricultural stock is in a satisfactory condition. Fodder is generally sufficient. Prices are rising in five States; falling in four; and are steady elsewhere.

**Central India.**—The rainfall of the week was general everywhere; it was insufficient in parts of Indore and Bhopawar, but sufficient elsewhere. Agricultural operations are in progress everywhere, but are retarded by incessant rain in Bundelkhand. Crops are in good condition in Bhopal, Malwa and Bhopawar; fair in Indore; and have been slightly damaged by locusts in parts of Indore and Bhopawar. Agricultural stock and pasturage are generally good. Prices are normal in Gwalior, Indore, Bhopal and Baghelkhand; stationary in Bundelkhand; and rising in Malwa and Bhopawar.

**Kashmir.**—The weather was bright and warm except on the last day of the week when there was rain. Prices are stationary.

**Jammu.**—There was good rain during the week. Prices are fluctuating. Wheat sells from 12 to 24 and maize 20 to 44 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient. Land is being prepared for autumn sowings.

**Nepal.**—Rainfall 4.20 inches. The rainfall up to date is above the average. The standing crops are in good condition, but would be benefited by more sunshine. The price of rice is 6½ seers per rupee.

J. WILSON,

Secretary to the Government of India.

D

No. 1062 C. W.—I.

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.

CIVIL WORKS.  
IRRIGATION.

*Simla, the 26th July 1904.*

## Review of Irrigation in India in 1902-03.

Read—

NOTE by R. N. BURN, Esq., Accountant General, Public Works Department, upon the accounts of Revenue and Expenditure of Irrigation Works in India for 1902-03.

Provincial Revenue and Administration Reports of Irrigation Works for 1902-03.

Irrigation Works are divided into two main classes—Major and Minor Works—the former being sub-divided into (I) Productive and (II) Protective Works. Capital and Revenue Accounts are kept for all Major Works, and the revenue due to them, whether directly in the form of water-rates and miscellaneous receipts, or, indirectly, on account of enhancements of land revenue due to irrigation, is shewn in the Annual Finance Accounts.

## A.—MAJOR WORKS.

## 1.—Productive Works.

2. The most important irrigation works in India are those classed as Productive Works, or works the capital cost of which has been wholly or mainly provided from loan funds in the expectation that they would prove directly remunerative, and that the net revenue derived from them would fully cover all charges for interest within a reasonable time after their completion. This expectation is never likely to be realized in respect of any of the four works constructed in Bengal, of the seven in Bombay (Deccan and Gujarat) and of the Kurnool-Cuddapah Canal and Barur Tank in Madras. The capital outlay recorded against these thirteen works to the end of the year under review amounted to Rs. 9,77,29,526, on which the net revenue realized during the year yielded a return of 1'32 per cent. compared with 0'90 in 1901-02 and 0'81 and 0'80, the averages of the past two triennia. The interest charges to the end of the year exceeded the net revenue by Rs. 9,21,19,093, the excess for the year being Rs. 25,25,271. The area irrigated by these works during the year was 884,373 acres.

3. These unfavourable financial results are, however, more than balanced by those attained on the 26 remaining productive works now in operation, the net revenue on which during the year was equivalent to a return of 9'71 per cent. on the capital outlay. The general financial results of all the works of this class are shown separately by provinces in the following statement. The totals are brought into comparison with those of the two previous years.

*Financial results of Productive Works in operation.*

Province.	Number of works.	Area irrigated.	Capital outlay to end of 1902-03.	Net revenue in 1902-03.	Percentage of net revenue on capital outlay.
<i>Irrigation.</i>		Acres.	Rs.	Rs.	
Punjab . . . . .	7	4,478,814	10,34,61,088	1,17,91,921	11'39
United Provinces of Agra and Oudh . . . . .	5	2,241,723	8,43,48,897	62,47,344	7'41
Madras . . . . .	8	2,848,554	6,97,80,232	64,66,463	9'27
Sind . . . . .	7	1,072,001	2,27,38,960	11,43,217	5'03
Bombay . . . . .	7	22,865	1,11,87,868	2,04,361	1'83
Bengal . . . . .	3	796,029	6,17,39,192	9,59,887	1'55
Do. . . . .	*1	...	26,15,154	4,785	'18
Burma . . . . .	1	7,223	46,96,764	—5,667	...
<b>Total, Imperial</b> . . . . .	39	11,462,209	36,05,68,155	2,68,09,311	7'43
<b>Native States, Punjab</b> . . . . .	†	390,460	1,52,36,633	9,93,291	6'52
<b>GRAND TOTAL, IMPERIAL AND NATIVE STATES—</b>					
1902-03 . . . . .	39	11,852,669	37,58,04,788	2,78,02,602	7'40
1901-02 . . . . .	38	11,678,283	36,34,71,314	2,39,53,958	6'59
1900-01 . . . . .	35	10,868,975	34,78,06,743	2,54,86,758	7'33

\* Hiji Tidal Canal, which is a purely navigation work.

† Part of the works in the Punjab.

Of the increase of Rs. 1,23,33,274 in the capital outlay as compared with 1901-02, the addition of the Mandalay Canal in Burma to the number of Productive Works in operation accounts for Rs. 46,96,764 and the transfer of the Upper Sutlej Inundation Canals in the Punjab from the category of Minor Works to that of Productive Works for Rs. 8,45,691, the balance being incurred on the other works.

The irrigated area is slightly higher than in 1901-02, in which year it exceeded all previous records. The increase as compared with 1901-02, however, is mainly due to the transfer of the Upper Sutlej Inundation Canals from Minor Works to Productive Works.

4. The steady increase of area irrigated by the Productive Works is shown in the following table, in which the areas for the year under consideration are compared with those of 1901-02 and the averages of the last three triennia, i.e., 1901-02 to 1893-94. In comparison with the three preceding triennial periods every province shows a marked increase with the exception of the United Provinces, Bombay, and the Punjab Native States. In Bengal and Madras there has been a slight falling off as compared with 1901-02.

*Productive Major Works.*

Province.	AREA IRRIGATED.				
	During 1902-03.	During 1901-02.	AVERAGE OF TRIENNIMUM.		
			1899-1900 to 1901-02.	1896-97 to 1898-99.	1893-94 to 1895-96.
	Acres.	Acres.	Acres.	Acres.	Acres.
Punjab . . . . .	4,473,814	4,111,246	4,012,579	3,305,213	1,897,493
United Provinces . . . .	2,241,728	2,452,743	2,308,149	2,389,290	1,409,952
Madras . . . . .	2,848,564	2,896,307	2,865,299	2,527,747	2,438,460
Sind . . . . .	1,072,001	958,830	912,803	690,834	565,750
Bombay . . . . .	22,865	27,439	26,904	30,095	25,709
Bengal . . . . .	796,029	841,126	761,478	739,620	548,603
Burma . . . . .	7,223	...	...	...	...
Total Imperial	11,462,209	11,297,691	10,827,211	9,782,801	6,885,969
Punjab Native States . .	390,460	380,592	385,930	424,290	213,754
TOTAL	11,852,669	11,678,283	11,213,141	10,207,091	7,099,723

5. The areas irrigated by the different works in the Punjab are shown below :

Name of work.	AREA IRRIGATED.				
	During 1902-03.	During 1901-02.	AVERAGE OF TRIENNIMUM.		
			1899-1900 to 1901-02.	1896-97 to 1898-99.	1893-94 to 1895-96.
	Acres.	Acres.	Acres.	Acres.	Acres.
Western Jumna, Imperial	549,879	550,916	561,433	677,597	417,103
Sirhind—Imperial . . . .	767,315	728,908	793,312	862,445	403,031
Bari Doab . . . . .	893,862	856,041	826,473	784,156	564,072
Chenab . . . . .	1,829,169	1,748,129	1,643,959	762,661	302,232
Upper Sutlej Canals including Lower Sohag and Para.	233,887	(a) 47,753	(a) 62,220	(a) 78,532	(a) 72,639
Sidhnai . . . . .	60,791	114,133	103,392	129,823	137,417
Jhelum . . . . .	138,911	65,367	21,789	Nil.	Nil.
Total, Imperial	4,473,814	4,111,246	4,012,578	3,305,214	1,897,494
Sirhind (Native States) . .	345,110	341,553	341,062	367,140	170,844
Western Jumna (Native States)	45,350	39,039	44,867	57,249	42,910
TOTAL	4,864,274	4,491,838	4,398,507	3,729,503	2,111,248

(a) Lower Sohag and Para only.

The Jhelum Canal, which was opened during 1901-02, irrigated 138,911 acres in 1902-03. Most of this irrigation was free of charge and the rest was only assessed at half rates. Excluding the Jhelum Canal, on which there was a loss in working of Rs. 1,12,030, the net revenue of the productive works in the Punjab rose from Rs. 1,03,08,279 to Rs. 1,19,03,951 in the year under review, or 12.94 per cent. on the capital outlay. The highest percentage attained was on the Chenab Canal, which earned a net revenue of 21.26 per cent. on the capital outlay against 18.88 in 1901-02 and 14.13, 7.44 and 2.12 per cent., the averages of the past three triennia. This canal is still developing and the ultimate percentage of profit has not yet been reached.

6. In the United Provinces of Agra and Oudh the areas irrigated are as below :

Name of work.	AREA IRRIGATED.				
	During 1902-03.	During 1901-02.	AVERAGE OF TRIENNium.		
			1899-1900 to 1901-02.	1896-97 to 1898-99.	1893-94 to 1895-96.
	Acres.	Acres.	Acres.	Acres.	Acres.
Ganges . . . . .	871,862	1,056,803	1,030,836	966,286	589,230
Lower Ganges including Fatehpur Branch.	849,061	786,161	732,136	871,130	474,625
Agra . . . . .	236,721	260,727	238,444	244,442	162,963
Eastern Jumna . . . . .	284,079	349,052	306,733	307,432	183,133
<b>TOTAL</b>	<b>2,241,723</b>	<b>2,452,743</b>	<b>2,308,149</b>	<b>2,389,290</b>	<b>1,409,951</b>

The net revenue from these canals, which in 1901-02 represented a return of 5.84 per cent. on the capital outlay, attained in the year under review its former level of over 7 per cent. which was realized annually during the five years preceding 1901-02. The improvement was due to a better Kharif season, all the canals contributing to the increase, as shown in the table below in which are given the relative percentages of profit compared with those of the preceding year and the past three triennia :

Name of work.	PERCENTAGE.				
	1902-03.	1901-02.	AVERAGE OF TRIENNium.		
			1899-1900 to 1901-02.	1896-97 to 1898-99.	1893-94 to 1895-96.
Ganges Canal . . . . .	10.51	8.35	10.26	9.84	6.43
Lower Ganges Canal . . . . .	3.77	3.01	3.55	5.01	2.39
Agra Canal . . . . .	6.16	4.01	5.52	6.06	3.05
Eastern Jumna . . . . .	24.97	22.98	25.31	29.66	21.44

The Eastern Jumna Canal is the most remunerative in the United Provinces; the net revenue realised from this canal up to the end of 1902-03 has exceeded the interest charges by the large sum of 237.9 lakhs of rupees, or over 5½ times the total capital outlay incurred, while during a period of 38 years ending with 1902-03 the return on the capital outlay never fell to less than 17 per cent. and was over 31 per cent. in five years.

7. The following statement shows the area irrigated in the Madras Presidency in 1902-03 compared with that of the previous year and the averages of the last three triennia:

Name of work.	AREA IRRIGATED.				
	During 1902-03.	During 1901-02.	AVERAGE OF TRIENNium.		
			1899-1900 to 1901-02.	1896-97 to 1898-99.	1893-94 to 1895-96.
	Acres.	Acres.	Acres.	Acres.	Acres.
Srivaikuntam Anicut . . . .	44,526	44,161	43,655	41,518	37,702
Godavari . . . . .	810,634	839,855	804,995	771,925	721,459
Kistna . . . . .	627,850	629,580	606,311	523,094	504,643
Penner . . . . .	163,641	160,726	153,048	148,378	146,673
Kurnool . . . . .	60,154	68,532	69,302	61,066	32,622
Periyar . . . . .	154,068	153,862	141,987	90,160	...
Barur Tank . . . . .	5,325	5,371	5,354	4,587	4,344
Cauvery Delta . . . . .	982,356	994,220	980,644	987,016	991,016
TOTAL . . . . .	2,848,554	2,896,307	2,805,296	2,627,744	2,438,459

The area irrigated in the year under review, though slightly lower than that of 1901-02 in which year the irrigated area was the largest on record, shows however an increase over the averages of the previous three triennia.

The net revenue fell to 9'27 per cent. on the capital outlay compared with 9'55 per cent. in 1901-02.

The percentage returns on the different systems for the year compared with the previous year and the three previous triennia are—

Name of work.	PERCENTAGE.				
	1902-03.	1901-02.	AVERAGE OF TRIENNium.		
			1899-1900 to 1901-02.	1896-97 to 1898-99.	1893-94 to 1895-96.
Godavari Delta . . . . .	18'41	19'17	17'48	17'99	14'53
Kistna Delta . . . . .	15'81	16'20	15'71	12'94	12'59
Cauvery Delta . . . . .	28'46	29'84	31'17	44'00	47'36
Penner . . . . .	5'01	5'33	4'86	5'05	4'75
Kurnool-Cuddapah . . . . .	0'52	0'52	0'37	0'18	0'03
Barur . . . . .	1'43	1'32	1'54	1'47	1'18
Srivaikuntam . . . . .	6'13	6'41	6'39	4'40	4'76
Periyar . . . . .	3'64	3'84	3'25	...	...

The Kárnool Cuddapah Canal still continues the most unremunerative work in the province, but the return from it is gradually increasing, the net revenue in 1901-02 and 1902-03 being Rs. 1,12,238 and Rs. 1,12,975, respectively, against Rs. 67,654 in 1900-01. The heavy capital expenditure on it will, however, prevent it from ever becoming remunerative. The net revenue obtained from the Periyar project in 1902-03 was slightly less than that of 1901-02, but it is expected that its returns will still further improve when the distributing works are completed.

8. For the canals in Sind the figures are :

Name of work.	AREA IRRIGATED.				
	During 1902-03.	During 1901-02.	AVERAGE OF TRIENNium.		
			1899-1900 to 1901-02.	1896-97 to 1898-99.	1893-94 to 1895-96.
	Acres.	Acres.	Acres.	Acres.	Acres.
Jamrao . . . . .	269,358	216,514	133,483	...	...
Desert . . . . .	187,061	145,285	140,912	113,967	96,131
Unharwah . . . . .	64,350	76,325	79,248	78,818	50,970
Begari . . . . .	225,612	222,515	255,863	237,171	200,735
Eastern Nara . . . . .	256,938	241,588	281,097	260,879	217,913
Dad . . . . .	60,256	56,241	18,747	Nil.	Nil.
Mahiwah . . . . .	8,426	10,363	3,454	Nil.	Nil.
<b>TOTAL</b>	<b>1,072,001</b>	<b>968,831</b>	<b>912,804</b>	<b>690,835</b>	<b>565,749</b>

There has been a gradual falling off in the net revenue from 7.66 per cent. on the capital outlay in 1900-01 to 5.92 per cent. in 1901-02 and to 5.03 per cent. in 1902-03. This is partly due to the large expenditure on the Dad and Mahiwah Canals, which are still developing, being taken into account from the year 1901-02. There has been a loss in working of Rs. 26,092 and Rs. 19,775, respectively, on the Dad Canal and the Mahiwah Project in 1902-03 compared with a net revenue of Rs. 53,105 and Rs. 14,124 in 1901-02; this is due to the great increase in the amount of the working expenses under the head canal clearances as the gross receipts were normal.

Percentage returns on capital outlay are :

Name of work.	PERCENTAGE.				
	1902-03.	1901-02.	AVERAGE OF TRIENNium.		
			1899-1900 to 1901-02.	1896-97 to 1898-99.	1893-94 to 1895-96.
Jamrao . . . . .	3.79	3.35	2.46	...	...
Desert . . . . .	3.66	5.73	7.08	5.45	0.73
Unharwah . . . . .	11.65	16.77	17.96	16.47	9.05
Begari . . . . .	15.84	18.82	21.00	17.51	15.45
Eastern Nara . . . . .	6.77	5.97	7.32	6.68	4.73

9. In Bombay (Deccan and Gujarat) the return on the capital expenditure was 1.83 per cent. compared with 1.87 in 1901-02 and with 1.84, 1.60 and 2.06 for the previous three triennia. The works are small compared with those of other provinces: the extent of the area irrigated by them continues steady with slight variations.

10. In Bengal the irrigated area exceeded the averages of the three previous triennia, but was less than in 1901-02, as shown below :

Name of work.	AREA IRRIGATED.				
	During 1902-03.	During 1901-02.	AVERAGE OF TRIENNium.		
			1899-1900 to 1901-02.	1896-97 to 1898-99.	1893-94 to 1895-96.
	Acres.	Acres.	Acres.	Acres.	Acres.
Sone . . . . .	483,567	557,494	481,333	476,466	359,711
Midnapur . . . . .	87,464	82,134	78,190	71,322	73,710
Orissa . . . . .	224,998	201,498	201,955	191,832	115,182
TOTAL . . . . .	796,029	841,126	761,478	739,620	548,603

The Hijili Canal, which is a purely navigation channel, paid 0·18 per cent. on the capital cost compared with 0·69 in 1901-02 and 0·53, 1·62 and 0·20, the previous triennial averages. The navigation receipts on the Bengal canals have suffered from the competition of the Bengal-Nagpur Railway.

11. In addition to the 39 productive works now in operation, three new works were under construction during the year, *vis.*, the Shwebo Canal in Upper Burma, and the Naulakhi and Nasrat Canals in Sind. The total outlay on these works to the end of the year (excluding interest charges) amounted to Rs. 32,10,483, of which Rs. 15,75,157 were expended during the year. In addition Rs. 73,98,003 were spent on works now in operation, principally on extensions or improvements which are likely to prove remunerative and to increase the efficiency of these works. The total capital expenditure on irrigation works during the year, therefore, amounted to Rs. 89,73,160 against Rs. 86,07,157 in the previous year. One new work was opened during the year, *vis.*, the Mandalay Canal in Upper Burma.

No capital expenditure was incurred during the year on navigation works.

## II.—PROTECTIVE WORKS.

12. Protective irrigation works are those which have been sanctioned in consideration of their value as famine protective works, but without any expectation of their becoming directly remunerative. The cost of their construction has been met from the famine grant. There are at present six of these works in operation, particulars of which are shown in the statement below :

### Financial results of Protective Works in operation.

Name of work	Province.	Area irrigated in 1902-03.	Capital outlay to end of 1902-03.	Net revenue in 1902-03.	Return on capital outlay.
		Acres.	Rs.	Rs.	Per cent.
Swat River Canal . . . . .	North-West Frontier Province.	173,772	41,66,252	4,40,815	10·58
Betwa Canal . . . . .	United Provinces	64,457	45,44,011	—23,858	...
Rushikulya Project . . . . .	Madras . . . . .	92,399	48,97,366	29,893	0·61
Mhasvad Tank . . . . .	Bombay . . . . .	4,073	20,88,427	358	0·02
Nira Canal . . . . .	" . . . . .	35,102	56,88,737	1,73,892	3·06
Shetphal Tank . . . . .	" . . . . .	216	6,71,519	129	0·02
Total 1902-03 . . . . .	...	370,021	2,20,56,312	6,21,229	2·82
" 1901-02 . . . . .	...	351,293	2,12,56,573	5,89,146	2·77
" 1900-01 . . . . .	...	339,415	2,11,82,415	4,98,465	2·35



The Swat River Canal, although sanctioned as a protective work, has proved a highly remunerative one. The remaining five works are not likely to prove remunerative. The Betwa Canal has seldom paid even its working expenses, but improvements to it are under contemplation, which, it is hoped, will render it more remunerative. The area irrigated by the Nira Canal was 35,102 acres against 51,052 acres in 1901-02, the decrease being due to plentiful and seasonable rainfall; there was however no falling off in the net revenue as the area under sugarcane, which pays a high rate, was the largest on record.

The Shetphal Tank, which came into operation in the Rabi season of 1901-02, earned a net revenue of Rs. 129 during the year under review.

The area irrigated during the year is well above the average of the last three triennia for all provinces as is shown by the following statement:

*Protective Works.*

Name of work.	Province.	AREA IRRIGATED.				
		During 1902-03.	During 1901-02.	AVERAGE OF TRIENNium.		
				1899-1900 to 1901-02.	1896-97 to 1898-99.	1893-94 to 1895-96.
		Acres.	Acres.	Acres.	Acres.	Acres.
Swat River . . .	North-West Frontier Province.	173,772	157,829	160,655	133,801	94,640
Betwa . . . . .	United Provinces . . .	64,457	48,767	39,550	58,620	20,712
Rushikulya . . .	Madras . . . . .	92,399	85,365	83,437	71,203	23,833
Nira } Mhasvad }	Bombay . . . . .	39,177	59,332	52,586	48,089	29,772
	Total . . . . .	369,805	351,293	336,028	311,713	168,957

13. The particulars given in the following statement relate to all Major Works (Productive and Protective) taken together:

*Irrigation statistics of Productive and Protective Works in operation.*

Province.	Area irrigated.	Estimated value of crops.	Average value of crops per acre.	Average rate of revenue assessed per acre.	Working expenses, rate per acre irrigated.	Percentage of working expenses on gross revenue.
	Acres.	Rs.	Rs.	Rs.	Rs.	Per cent.
North-West Frontier Province.	173,772	45,69,546	26'3	3'1	0'5	16'8
Punjab, Imperial . . .	4,473,814	12,01,33,840	26'8	3'7	1'1	29'0
Punjab, Native States . .	390,460	99,98,001	25'6	3'6	1'4	35'3
United Provinces . . .	2,306,180	8,17,23,488	36'3	3'9	1'5	35'2
Madras . . . . .	2,940,953	7,57,39,604	25'7	4'2	0'8	19'5
Sind . . . . .	1,072,001	1,87,81,346	17'5	2'0	0'7	40'4
Bombay . . . . .	62,258	64,59,840	103'8	7'7	4'1	40'5
Bengal . . . . .	796,029	2,72,90,320	34'3	2'0	1'4	53'7
Burma . . . . .	7,223	1,80,635	25'0	2'4	4'6	184'4
Total 1902-03 . . .	12,222,690	34,68,76,620	28'4	3'6	1'1	29'6
" 1901-02 . . .	12,029,676	36,22,14,130	30'1	3'5	1'1	31'4
" 1900-01 . . .	11,208,391	35,46,23,615	31'6	3'5	1'1	29'7

Compared with the year 1901-02 the general results are almost identical, but there are considerable variations in some of the provinces, the most important of which are noted below.

In respect of the average value of the crops, Madras and Bengal have decreased from Rs. 31.7 and Rs. 38.1 per acre, respectively, owing principally to decrease in the value of rice. The United Provinces have increased from Rs. 32.6 per acre and Bombay from Rs. 72 per acre on account of higher prices having been obtained for the outturn.

Only in Bombay has there been any large variation in the average assessment, which in this case has increased from Rs. 6.0 per acre owing to the increase in the area of highly rated crops.

Working expenses have risen in Bombay from Rs. 2.8 per acre, owing to an increase in the charges for repairs and establishment. The working expenses in Burma are necessarily high owing to the small area irrigated by the Mandalay Canal, which was opened for partial irrigation in the year under review; as irrigation develops, the rate of working expenses per acre will decrease.

The variations in the rates of assessed revenue and working expenses account for the variations in the percentage of working expenses on gross revenue.

The total area irrigated has increased by 193,114 acres and the estimated value of crops has decreased by Rs. 1,53,37,510.

#### B.—MINOR WORKS.

##### III—Works for which Capital and Revenue Accounts are kept.

14. All expenditure incurred in the construction and development of minor irrigation works is met from revenue. These works are treated as provincial in all provinces except Sind, Bombay, Baluchistan, Rajputana and the Punjab, in which all but a few works are Imperial. Capital and Revenue Accounts are kept for 83 of the larger and more important minor works, and the financial results attained during the year under review are shown in the following statement:

##### Financial results of Minor Works in operation for which Capital and Revenue Accounts are kept.

Province.	Number of works.	Area irrigated.	Capital outlay to end of 1902-03.	Net revenue in 1902-03.	Percentage of net revenue on capital outlay.	Rate of revenue assessed per acre.
<i>Irrigation.</i>		<i>Acres.</i>	<i>Rs.</i>	<i>Rs.</i>	<i>Per cent.</i>	<i>Rs.</i>
North-West Frontier Province.	1	...	4,78,733	1,09,864	22.95	...
Punjab . . . . .	3	235,087	13,01,719	1,04,129	7.99	2.0
Madras . . . . .	28	584,081	1,04,88,043	7,39,020	7.04	3.4
United Provinces . . . . .	4	137,375	31,69,546	87,603	2.76	2.1
Bombay (Deccan and Gujarat).	26	38,237	76,13,959	27,728	0.36	2.7
Bombay (Sind) . . . . .	8	794,530	41,70,417	8,53,684	20.47	2.2
Rajputana . . . . .	3	26,199	30,89,122	37,933	1.23	4.5
Baluchistan . . . . .	3	2,939	16,93,911	—9,496	...	2.7
Bengal . . . . .	1	...	7,09,431	—2,751	...	...
Burma (embankments) . . . . .	...	437,729	34,53,416	9,65,745	27.97	2.7
<i>Total Irrigation—</i>						
1902-03 . . . . .	77	2,256,177	3,61,68,297	29,13,461	8.05	2.6
1901-02 . . . . .	73	2,428,375	3,58,96,336	32,11,833	8.95	2.7
1900-01 . . . . .	73	2,625,456	3,53,74,149	26,50,056	7.49	2.4
<i>Navigation 1902-03.</i>						
Madras . . . . .	4	...	93,32,796	—26,444	...	...
Bengal . . . . .	2	...	1,16,56,265	1,28,907	1.10	...
<i>Total Navigation</i> . . . . .	6	...	2,09,89,061	1,02,463	0.49	...

\* Includes works under construction.

15. The capital outlay during the year on Irrigation Works amounted to Rs. 10,58,762. The expenditure in Rajputana was Rs. 89,439; in the United Provinces, Rs. 1,76,563; in Madras, Rs. 4,52,185; in Deccan and Gujarat, Rs. 1,08,042; and in Sind, Rs. 1,62,921. In the other provinces the expenditure was less than Rs. 50,000 in each case.

16. Comparison of the area irrigated during the year and the preceding year and the averages of the three previous triennia gives:

Province.	AREA IRRIGATED.				
	During 1902-03.	During 1901-02.	AVERAGE OF TRIENNium.		
			1899-1900 to 1901-02.	1896-97 to 1898-99.	1893-94 to 1895-96.
<i>Imperial.</i>	Acres.	Acres.	Acres.	Acres.	Acres.
Punjab . . . . .	235,087	383,699	519,448	709,833	691,615
United Provinces . . . . .	137,375	115,947	134,577	148,376	97,562
Madras . . . . .	584,081	568,364	532,548	540,911	489,656
Sind . . . . .	794,530	846,608	831,324	804,948	774,513
Bombay . . . . .	38,237	42,269	40,859	39,144	25,360
Rajputana . . . . .	26,199	24,088	24,100	33,539	33,131
Baluchistan . . . . .	2,939	7,712	5,345	5,033	5,667
Burma . . . . .	437,729	440,046	433,271	396,906	350,016
<b>TOTAL IMPERIAL</b> . . . . .	<b>2,256,177</b>	<b>2,428,823</b>	<b>2,521,472</b>	<b>2,678,690</b>	<b>2,467,520</b>
Punjab, Bikanir State . . . . .	5,632	7,153	9,945	6,344	...
<b>GRAND TOTAL</b> . . . . .	<b>2,261,809</b>	<b>2,435,976</b>	<b>2,531,417</b>	<b>2,685,034</b>	<b>2,467,520</b>

The transfer of the Lower Sutlej and Chenab Inundation Canals in 1900-01 and of the Upper Sutlej Inundation Canals in 1902-03 from Minor Works for which Capital and Revenue Accounts are kept to Minor Works for which only Revenue Accounts are kept and to Productive Works, respectively, largely accounts for the apparent reduction in area irrigated.

The net revenue in the Punjab was 7.99 per cent. on the capital outlay compared with 25.09 in 1901-02 and 16.57, 21.41 and 19.96, triennial averages; the decrease was mainly due to the transfer, to the category of Productive works, of the Upper Sutlej Inundation Canals, which yielded a return of 43.20 per cent. in the preceding year and averages of 16.74, 10.56 and 16.66 per cent. in the three triennia. In the case of the United Provinces the net revenue was 2.76 per cent. in 1902-03 compared with 1.72 in 1901-02 and 3.23, 5.61 and 2.96, triennial averages.

Rajputana gave a return of 1.23 per cent. against 3.01 in 1901-02 and —1.37, 3.06 and 3.94, triennial averages.

The works in Bombay earned a net revenue of Rs. 27,728 against a loss of Rs. 44,223 in 1901-02.

The working expenses exceeded the gross revenue in Bengal by Rs. 2,751 and in Baluchistan by Rs. 9,496.

The area shown in Burma is not under irrigation, but represents the area of cultivation on lands reclaimed by river flood embankments, the revenue of which is credited to the capital account of the works. This area in 1902-03 was less than that of 1901-02 by 2,317 acres.

#### IV.—Works for which only Revenue Accounts are kept.

17. There are numerous Minor Works for which separate Capital Accounts are not kept, either because the works are too small, or because they have not been constructed by the British Government, which has simply undertaken their improvement and maintenance. For such works only Revenue Accounts are maintained; they are credited with a share of the land revenue depending on their maintenance and are debited with all expenditure incurred

on construction, extension, improvements and maintenance. Particulars for the year 1902-03 are shown by provinces in the statement below :

*Financial Results of Minor Works for which only Revenue Accounts are kept.*

Province.	Area irrigated.	Revenue receipts.	Charges.	Net revenue.
	Acres.	Rs.	Rs.	Rs.
Burma . . . . .	407,291	7,16,732	12,07,098	-4,90,366
Bengal . . . . .	...	96,272	1,21,003	-24,731
Punjab . . . . .	547,139	9,19,839	6,20,000	2,99,839
Bombay, including Sind . . . . .	891,900	19,93,628	11,60,259	8,33,369
Total 1902-03 . . . . .	1,846,330	37,26,471	31,08,360	6,18,111
" 1901-02 . . . . .	2,064,001	48,20,061	31,95,522	16,24,539
" 1900-01 . . . . .	2,581,829	59,84,737	29,09,935	30,74,802

The considerable decrease in revenue is due to large remissions owing to failure of the autumn rains in Burma and a decrease of 200,000 acres in the area irrigated in Sind.

*V.—Works for which neither Capital nor Revenue Accounts are kept.*

18. There is a third important class of Minor Works in the Madras Presidency for which neither Capital nor Revenue Accounts are kept. These include over 28,000 tanks and 6,000 irrigation channels, the improvements and repairs of which are executed by the Public Works Department, or, in the case of the smaller works, by civil officers: the expenditure during 1902-03 amounted to Rs. 28,12,160, of which about one-fifth was spent by civil officers. The areas charged as irrigated by these small works in 1902-03 aggregated 3,436,651 acres, or more than all the Major Works in the Presidency taken together, compared with 3,334,518 acres in 1901-02 and 3,111,902, 3,144,652 and 3,380,392 acres, averages of previous triennia, and the revenue derived therefrom amounted to Rs. 91,23,357, the figure for the previous year being Rs. 85,38,570.

19. The following table summarizes the results of irrigation for all India during 1902-03 and compares them with those of the two previous years :

*Financial and Irrigational Results of Irrigation Works in operation in India.*

Class of work.	Capital outlay to end of year on works in operation.	Gross revenue during the year.	Net revenue during the year.	Percentage of net revenue on capital outlay to end of year.	Area irrigated.
	Rs.	Rs.	Rs.		Acres.
I and II.—Major Works. { I.—Productive II.—Protective }	39,78,61,100	4,14,56,112	2,84,23,831	7.14	12,222,690
III.—Minor Works for which Capital and Revenue Accounts are kept.	5,71,57,358	51,12,128	30,15,924	5.28	2,256,177
IV.—Minor Works for which only Revenue Accounts are kept.	...	37,26,471	6,18,111	...	1,846,330
V.—Works for which neither Capital nor Revenue Accounts are kept.	...	91,85,094	48,00,441	...	3,476,076
Total 1902-03 ...	45,50,18,458	5,94,79,805	3,68,58,307	(a) 6.91	19,801,273
" 1901-02 ...	44,12,11,545	5,60,84,240	3,46,77,018	(a) 6.31	19,916,567
" 1900-01 ...	42,47,95,683	5,73,92,006	3,63,29,819	(a) 6.77	19,646,291

(a) Percentages calculated on works of classes I, II and III.

The total area was little short of 20 million acres and was about the same as in the preceding year, while the value of the crops raised by the works for which capital accounts are kept is estimated at Rs. 40 crores, or 88 per cent. of the capital outlay expended on them.

**ORDER.**—Ordered that this Review, with a copy of the note by the Accountant General, Public Works Department, be forwarded to the Finance and Commerce and Revenue and Agricultural Departments and to the Local Governments and Administrations in the Public Works Department noted on the margin for information.

The Governments of Madras, Bombay, Bengal, the United Provinces of Agra and Oudh, the Punjab and Burma.

The Honourable the Chief Commissioners of the Central Provinces, Assam and Coorg.

The Honourable the Resident at Hyderabad.

The Honourable the Agents to the Governor General for Central India, Rajputana and Baluchistan.

The Honourable the Agent to the Governor General and Chief Commissioner, North-West Frontier Province.

The Accountant General, Public Works Department.

Ordered, also, that the Review and the note be published in the Supplement to the *Gazette of India*.

Ordered, further, that a copy of the Review and note be forwarded to His Majesty's Secretary of State for India for information.

SIDNEY PRESTON,

Secretary to the Government of India.

GOVERNMENT OF INDIA  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

# STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

RAILWAYS.	RESULTS OF WORKING DURING 2ND-HALF OF YEAR.				RESULTS OF WORKING FOR OFFICIAL YEAR.			
	AVERAGE EARNINGS PER MILE PER WEEK.		Mean mileage worked.		Total earnings for week ending.		Earnings per mile open for week.	
	During 2nd-half of 1903.	During official year 1903-04.	1903.	1904.	18th July 1903.	16th July 1904.	1903.	1904.
State and Guaranteed Railways.	R	R	Miles.	Miles.	R	R	R	R
East Indian	658	689	1,971	1,971	12,19,759	12,95,000	619	659
Bengal Central	245	212	1,339	1,339	18,382	21,500	132	155
Bengal Nagpur (incldg. Rajpur-Dhamtari & 6")	153	175	1,805	1,917	2,18,134	3,77,000	121	197
Great Indian Peninsula system	459	550	1,569	1,569	5,32,971	7,35,000	340	469
Indian Midland (incldg. Bhopal-Itarsi)	156	182	924	924	1,17,258	1,39,000	128	140
Berwada estn. (East Coast State)	243	260	21	21	3,916	4,500	186	214
North Western (incldg. Nowshera-Dargai & 6")	301	307	3,265	3,265	8,61,770	12,66,000	264	388
Oudh and Rohilkhand (incldg. m. g.)	202	229	1,162	1,162	2,93,631	2,39,000	180	197
Eastern Bengal (incldg. metre and 2 6")	465	400	893	917	2,27,526	(a) 250,000	253	256
Bombay, Baroda and Central India	591	692	461	504	2,23,119	2,22,000	484	440
Madras	262	275	901	905	2,26,249	2,64,000	262	291
North-East line	163	179	494	495	73,987	83,000	150	168
Hardwar-Dehra	145	159	32	32	4,866	3,700	152	116
Rajputana-Malwa (incldg. Godhra-Ratlam-Nagda & 6")	213	236	1,784	1,784	3,85,623	3,36,000	216	188
Palanpur-Deesa	28	34	17	17	430	400	25	23
South Indian	269	210	1,124	1,124	2,46,999	2,45,000	220	218
Tinnevely-Quilon	104	99	19	78	2,012	5,400	106	69
Tanjore District Board	104	101	71	99	9,065	12,000	128	121
Southern Mahrattā (incldg. G. M. Fron. sec.)	109	123	1,165	1,165	1,40,717	1,57,000	121	135
Mysore section (Southern Mahrattā)	94	102	296	296	26,584	26,200	90	85
Bengal and N. W. (incldg. Tirkoot sec.)	153	176	1,330	1,406	1,84,317	(b) 2,06,000	139	147
Lucknow Bareilly	113	130	200	200	24,797	19,600	124	98
Assam-Bengal	79	75	643	740	37,071	58,000	58	78
Burma	176	204	1,317	1,317	2,04,454	2,20,000	153	165
Jodhpur-Hyderabad (British section)	88	94	124	124	10,955	11,300	88	91
Nilgiri	273	319	17	17	4,852	6,200	285	365
Special } for 4c	57	57	30	30	2,121	1,800	75	60
Special } for 4c	276	297	21,791	22,353	52,27,565	61,98,600	240	277
TOTAL								
					1,40,59,009	1,39,85,500	64,599	64,599
					10,41,38,445	10,79,69,500	38,31,055	38,31,055

Standard Gauge.

Narrow Gauge.

Special } for 4c

Delhi-Mumballa-Kalka	214	213	162	162	162	31,624	27,400	195	109	77,330	67,000	1,20,000	5,28,691	10,730	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...</
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A. R. JACOBSON,  
Offg. Under Secretary to the Govt. of India.

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SUPPLEMENT TO  
**The Gazette of India:**

No. 32.] CALCUTTA, SATURDAY, AUGUST 6, 1904.

**OFFICIAL PAPERS.**

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

Accompaniment to Public Works Department Review No. 1062-O. W. I.,  
dated 26th July 1904.

Note by R. N. Burn, Esq., Accountant General, Public Works Department, upon the  
accounts of Revenue and Expenditure of Irrigation Works in India for 1902-1903.

(The figures in the statements embodied in this note are taken from the Finance and Revenue Accounts of the Government of India, Administrative Accounts of the Public Works Department, and the statement of Financial results of Irrigation operations in India.)

1. Irrigation Works in India are divided into Major and Minor Works; Major Works being further sub-divided into Productive, or those which are expected to pay the cost of upkeep and also interest on Capital outlay, and Protective, which are calculated to guard against a probable future expenditure in relief of distress. For the purposes of this note Minor Works are sub-divided into—

- (a) Works for which Capital and Revenue Accounts are kept.
- (b) Works for which Capital Accounts are not kept.

Works for which Capital and Revenue Accounts are kept.

2. The general financial result of all works—both Irrigation and Navigation—for which Capital and Revenue Accounts are kept is as follows :—

	Productive works.	Protective works.	Minor works.	TOTAL.
	R	R	R	R
CAPITAL OUTLAY— During 1902-1903	89,73,160	7,35,772	14,60,701	1,11,69,633
To end of 1902-1903	(a) 86,87,78,638	2,37,66,747	(b) 6,71,57,358	44,47,02,743
REVENUE ACCOUNT, 1902-1903—				
Gross Revenue	2,89,83,147	9,86,804	51,12,128	4,50,81,879
Maintenance and working	1,21,23,836	2,65,376	20,86,204	1,45,85,415
Net Revenue	2,68,09,811	6,21,229	30,15,924	3,04,46,464
Interest	1,36,54,259	8,82,304	...	...
Net profit after paying interest on Capital	1,31,55,052	-2,61,075	...	...
Percentage of net revenue of the year on the Capital outlay to end of the year	7.37	2.61	5.29	6.85
Against in 1901-1902	6.72	2.66	5.83	6.28
" " 1900-1901	7.09	2.23	4.98	6.55

(a) Includes Rs 46,891, Expenditure on the Upper Sutlej Irrigation canals, which has been transferred from the category of Minor Works to that of Productive Works from the 1st April 1902.

(b) Excludes Rs 44,601, Expenditure on the Upper Sutlej Irrigation canals, and includes Rs 59,880 the expenditure on the Eastern Series of the Irrawaddy Embankments which has, for the first time, been brought on to the Capital Account of the year 1902-1903, as previous outlay.

## PRODUCTIVE WORKS.

3. There are 42 works so classed, one of which, the Hijili Tidal canal in Bengal is a purely navigation work. The Secretary of State in his Despatch No. 50 P. W., dated 18th October 1901, sanctioned the Upper Sutlej system of inundation canals in the Punjab, which was previously classed as a Minor Irrigation Work, being classified as a Productive Work, and the Lower Sohag and Para canal being included in the same system, the whole being treated as one Productive Work. The accounts of these canals have been amalgamated from 1st April 1902.

4. Of the 42 works classed as Productive, three\* were not open for irrigation by the end of 1902-1903, and thirteen, that is, all the canals in Bengal and in the Deccan and Gujarat, as also the Kurnool canal and Barur tank in Madras, have failed to fulfil the conditions of Productive Works.

\*Shorbo canal,  
Nasrat  
Naulakhi "

5. The Capital invested on the construction of Productive Works at the end of 1902-1903 amounted to Rs. 36,37,78,634, and the net revenue derived from them during that year was Rs. 22,68,00,311, or a return of 7.87 per cent. on the Capital outlay, against 6.72 per cent. in the previous year. The increase was due to the development of irrigation from the canals in the Punjab and a better *kharif* season in the United Provinces.

6. The Mandalay canal was opened this year for partial irrigation, but the revenue realized during the year on this canal, as also on the Jhelum canal which was opened in 1901-1902, was small. As the irrigation from them and the other canals under construction becomes fully developed, the net profit from Productive Works may be expected to show a considerable increase.

7. At the end of 1902-1903 there were 82,550 miles of open Productive Irrigation canals, against 81,421 miles open at the end of the previous year, the increase being chiefly due to additions to open works in the Punjab. The acreage irrigated during 1902-1903 amounted to 11,461,990 acres, against 11,297,331 acres in the previous year.

8. Statements I and II show in detail the financial results of individual Productive Works, the irrigated area, and the mileage open. It will be seen from Statement No. I that the net revenue from these works up to the end of 1902-1903 exceeded the accumulated interest charges by Rs. 11,45,94,238; the highest net profit during 1902-1903 was obtained from the projects in the Punjab; next follow Madras, the United Provinces, and Sind. The works in the other Provinces have not yet paid off the interest charges.

## PROTECTIVE WORKS.

9. As the term implies, canals so classed are constructed on a consideration of the protection they give against famine without any expectation of a return sufficient to pay interest and working expenses. There are twelve canals so classed, five of which are still under construction.

10. The Capital expenditure on these 12 canals to the end of 1902-1903 amounted to Rs. 2,37,66,747 or to Rs. 2,20,56,312 if the expenditure on unopened works and on the Gokak canal is deducted. These opened canals gave a net revenue of Rs. 6,21,229, of which the Nira canal in Bombay accounted for Rs. 1,73,892 and the Swat River canal in the North-West Frontier Province for Rs. 40,816, the latter canal having paid the maintenance and interest charges of the year and returned a net profit of Rs. 80, 658, equal to 6.78 per cent. on the Capital invested in it.

11. At the end of the year there were 1,327 miles of open protective canals, against 1,309 miles at the end of the previous year. The area irrigated during the year amounted to 870,021 acres, of which 173,772 acres were irrigated by the Swat River canal. The acreage irrigated during the year was in excess of that irrigated in 1901-1902 by 18,728 acres.

12. Statements III and IV show in detail the financial results of individual Protective Works, the irrigated area, and the mileage open of each.

## MINOR WORKS.

Works for which Capital and Revenue Accounts are kept.

13. There were 86 works so classed in 1902-1903, 34 of which are in Bombay and 32 in Madras. Of these 86, six are purely navigation works, four being in Madras and two in Bengal.

14. The expenditure incurred on the construction of Irrigation Works alone amounted to Rs. 31,68,297 at the end of 1902-1903, and the net revenue during that year to Rs. 13,461, or a return of 8.05 per cent. on the Capital outlay, against 8.95 per cent. in the previous year. The decrease was mainly due to the transfer of the Upper Sutlej Inundation canals to the category of Productive Works. Although these works are constructed for the general improvement of the country, and not as remunerative works, still many of them are paying considerably over 4 per cent. on the Capital invested in them; and one, *viz.*, the Ghar canal in Sind has paid over 100 per cent. during the year under review.

15. Excluding the area shown under Burma, *viz.*, 437,729 acres, which is not under irrigation, but represents the area of cultivation on lands reclaimed by river flood embankments, the area irrigated by Minor Irrigation Works during 1902-1903 was 1,818,448 acres against 1,938,329 acres in the previous year, or a decrease of 8.54 per cent.

16. The Capital outlay to end of 1902-1903 on the six navigation canals amounted to Rs. 2,09,89,061, and the net revenue during that year to Rs. 1,02,463. The whole of this was brought in by the Calcutta and Eastern canals, which gave a return of 1.96 per cent. on the Capital outlay. All the other navigation canals worked at a loss.

17. Statements V and VI show the financial results, the irrigated area, and the open mileage of individual works.

*Works for which Capital Accounts are not kept.*

18. The works under this head are numerous and are all small works, many of which were constructed at the time of the Native rule in India. The cost of their construction cannot now be ascertained, and separate Capital and Revenue accounts are not therefore kept for them. The enhanced land revenue due to these works is assessed and collected along with the ordinary land revenue and accounted for in the Civil Accounts.

19. The following statement shows the direct receipts and expenditure of these works, and compares the transactions of the year 1902-1903 with those of the previous four years:—

	IMPERIAL.		PROVINCIAL.		LOCAL.		TOTAL.	
	Direct receipts.	Expenditure.	Direct receipts.	Expenditure.	Direct receipts.	Expenditure.	Direct receipts.	Expenditure.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Rajputana . . . . .	...	50	...	...	...	...	...	50
Cooch . . . . .	...	11,830	...	...	...	...	...	11,830
Baluchistan . . . . .	...	18,240	...	...	...	...	...	18,240
Central Provinces . . . . .	...	...	2	98,889	...	...	2	98,889
Burma . . . . .	...	...	1,24,425	18,59,775	...	6,970	1,24,425	18,66,745
Bengal . . . . .	...	...	2,48,872	9,18,809	18,106	429	2,66,978	9,18,798
United Provinces . . . . .	...	...	...	57,544	...	...	...	57,544
Po. ab . . . . .	1,88,900	6,49,322	41,389	71,025	36,897	42,618	2,46,596	7,63,560
N.-W. Frontier Province . . . . .	7,664	17,325	...	...	12,081	3,348	19,745	20,573
Madras . . . . .	...	...	49,526	87,07,943	...	12,796	49,526	87,30,789
Bombay . . . . .	78,324	22,08,628	...	...	...	...	78,324	22,08,628
<b>TOTAL FOR 1902-1903 . . . . .</b>	<b>2,49,886</b>	<b>29,65,190</b>	<b>4,64,164</b>	<b>62,14,165</b>	<b>66,484</b>	<b>66,056</b>	<b>7,80,538</b>	<b>92,75,431</b>
1901-1902 . . . . .	2,74,918	22,25,721	4,64,966	66,56,120	91,611	46,351	8,24,528	79,28,192
1900-1901 . . . . .	1,40,588	22,57,868	5,17,276	52,86,000	49,439	15,839	7,07,297	76,59,807
1899-1900 . . . . .	67,680	17,17,605	6,80,998	50,28,394	47,762	20,782	8,06,446	67,66,841
1898-1899 . . . . .	79,090	16,17,890	6,91,350	47,97,590	54,730	23,460	8,25,170	64,86,980

20. The receipts during 1902-1903 fell short of those of the previous year by Rs. 43,930. The decrease was due to a falling off of the revenue from the Chenab Inundation canals in the Punjab, and from other smaller works in that Province which are in charge of Civil officers. Owing to larger grants having been made available for expenditure in all Provinces, except Burma, the expenditure during 1902-1903 exceeded that of the previous year by Rs. 13,47,239. The increase would have been larger had it not been for a decrease of Rs. 3,66,654 in Burma where the programme of expenditure was smaller than in the previous year.

*General.*

21. The surveys and investigations which were commenced in 1901-1902, under the orders contained in Government of India, Revenue and Agricultural Department, Resolution No. 3-61-1-F., dated 13th March 1901, with the object of obtaining information to place before the Commission appointed to enquire into the scope for further irrigation in each Province, were continued during Rs. 1902-1903. The cost of these surveys and investigations, as

	Rs.	
Surveys . . . . .	5,77,819	head "35—Construction of Protective Irrigation
Irrigation Commission . . . . .	1,37,529	Works," as in the previous year, and a sum of Rs.
<b>TOTAL . . . . .</b>	<b>7,15,348</b>	<b>7,15,348</b> * was debited on these accounts, against
		Rs. 4,81,594 in 1901-1902.

22. The General result of Irrigation Works for which Capital and Revenue Accounts are kept, exclusive of purely navigation canals, is brought out in Statement VII. At the end of 1902-1903 the State had spent Rs. 42,10,98,528 on the construction of these works and received a net revenue of Rs. 3,03,39,216 during the year, which is equivalent to 7.20 per cent. on the Capital invested. The area irrigated and the area of cultivation on lands reclaimed by river flood embankments in Burma amounted to 14,088,138 acres, or 22,013 square miles.

R. N. BURN,

*Accountant General, P. W. Dept.*

*Documents accompanying.*

Statement showing the financial results, as affecting the general tax-payer, in respect of the construction of Irrigation Works in India during, and to end of, 1902-1903.

No. 18-I., dated 23rd May 1904.

Submitted to the Government of India, Public Works Department.

## STATEMENT I.

Financial results of individual Productive Irrigation Works during, and to the end of, 1902-1903.

Major Works.	CAPITAL OUTLAY TO END OF 1902-1903.			REVENUE ACCOUNT FOR 1902-1903.			REVENUE ACCOUNT TO END OF 1902-1903.		
	Direct.	Indirect.	Total.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net profit.	
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	
<b>Productive.</b>									
<b>BURMA.</b>									
<i>Irrigation.</i>									
Mandalay canal	48,06,009	91,755	48,96,764	24,859	33,526	24,859	5,78,733	-5,87,400	
Shwabo canal	19,79,294	26,286	20,05,580				76,994	-76,994	
<b>TOTAL BURMA</b>	66,84,307	1,20,041	67,04,348	24,859	33,526	24,859	6,54,727	-6,83,394	
<b>BENGAL.</b>									
<i>Irrigation.</i>									
Sone Project	2,59,30,651	5,00,375	2,66,21,026	4,03,848	3,89,201	14,644	2,79,34,433	-8,14,93,850	
Midnapore canal	82,92,597	1,84,761	84,77,358	2,23,678	1,52,453	71,225	1,00,60,481	-95,55,059	
Sone Project	2,58,22,551	9,18,257	2,67,40,808	14,45,780	5,71,763	8,74,017	2,79,77,116	-2,17,03,648	
<i>Navigation.</i>									
Hijli Tidal canal	6,00,45,799	16,98,898	6,17,44,697	20,73,306	11,13,419	8,59,887	8,69,62,010	-6,37,58,552	
<b>TOTAL BENGAL</b>	25,51,641	63,513	26,15,154	41,060	36,265	4,795	36,49,857	-23,91,960	
<b>UNITED PROVINCES.</b>									
<i>Irrigation.</i>									
Ganges canal	2,86,25,238	17,91,687	3,04,16,925	43,94,034	11,96,862	31,97,172	4,63,78,890	1,63,02,944	
Lower Ganges canal	3,38,13,735	24,37,592	3,62,51,327	24,89,682	11,21,601	13,68,081	3,24,98,890	-28,66,187	
Agra canal	92,10,423	7,06,100	99,16,523	8,79,371	2,68,828	6,10,543	1,00,86,816	-11,32,317	
Eastern Jumna canal	40,15,539	2,59,595	42,75,134	16,06,396	5,38,665	10,67,731	66,78,586	2,37,92,377	
Fatehpur Branch of Lower Ganges canal	31,92,832	2,98,456	34,91,288	1,32,845	1,28,287	4,053	7,01,516	-7,63,255	
<b>TOTAL UNITED PROVINCES</b>	7,88,57,267	54,91,630	8,43,48,897	95,01,877	33,54,533	62,47,344	9,62,39,637	3,52,38,562	
<b>PUNJAB.</b>									
<i>Irrigation.</i>									
Western Jumna canal	1,64,51,573	7,99,928	1,72,51,501	33,40,819	8,64,073	14,85,746	1,62,39,008	8,79,57,807	
Bari Doab canal	1,88,84,110	7,01,370	1,95,85,480	35,12,861	9,93,843	25,19,017	2,53,66,082	1,74,80,175	
Sirhind canal	2,34,56,162	11,96,046	2,46,52,208	37,81,123	8,87,610	18,93,513	2,21,13,419	-3,62,702	
Upper Sutlej (including Lower-Sohag and Para) canals	16,03,770	97,740	17,01,510	4,88,794	3,80,052	1,08,742	12,02,076	4,68,632	
Chenab canal	2,68,43,451	6,66,871	2,75,10,322	72,64,165	14,06,296	58,57,869	96,19,607	1,30,94,948	
Sidhwa canal	12,51,943	89,963	12,91,906	1,92,032	1,40,988	51,044	6,95,051	16,93,550	
Jhelum canal	1,12,28,886	3,45,066	1,14,68,952	37,819	1,49,840	-1,12,030	10,11,576	-11,46,482	
<b>TOTAL PUNJAB</b>	9,07,14,914	37,46,174	10,24,61,088	1,65,14,594	43,22,673	1,17,91,921	7,53,38,849	6,91,89,928	

MADRAS.	Irrigation.	Godavari Delta System	1,14,51,795	19,23,207	1,53,76,002	32,28,810	7,66,030	24,62,790	4,56,350	20,06,430	18-41	8,47,03,021	2,43,74,280	6,04,18,741	1,57,30,856	4,46,88,385	
		Kistna "	1,94,48,788	9,49,878	1,43,96,664	29,46,468	6,69,514	22,76,949	8,28,973	17,47,976	16-61	5,69,93,153	1,68,96,489	8,91,02,264	1,21,72,911	2,09,29,353	
MADRAS.	Irrigation.	Penner River Canals.	52,90,189	9,71,682	62,61,881	2,92,040	78,153	8,13,837	2,07,520	1,06,387	5-01	70,98,854	16,39,704	55,59,150	46,34,977	10,24,173	
		Cauvery Delta System	20,17,134	1,53,062	30,70,186	9,73,133	99,180	8,73,968	1,12,789	7,61,174	28-46	8,18,70,974	34,43,998	2,59,27,976	24,16,007	2,65,11,369	
MADRAS.	Irrigation.	Sivakantham Amlent Sy-	18,90,097	1,02,688	16,01,625	1,22,432	30,332	92,150	55,857	36,293	6-13	27,37,354	8,70,956	18,66,398	16,33,699	2,33,799	
		Karnool Canal	2,17,52,543	3,510	2,17,56,052	2,03,416	90,441	1,12,976	8,09,835	7,50,660	5-3	26,72,078	28,61,330	-2,89,252	1,77,79,744	-1,80,69,666	
MADRAS.	Irrigation.	Baner Tank	4,08,234	23,026	4,31,260	11,109	4,937	6,178	16,314	10,143	1-43	1,23,891	64,662	59,329	2,72,361	-2,13,135	
		Periyar Project	86,84,981	3,02,691	89,87,572	4,91,736	1,54,199	3,27,537	3,45,962	-17,776	3-64	21,26,293	7,78,312	13,47,981	26,37,816	-22,69,886	
TOTAL MADRAS			6,53,50,768	44,29,454	6,97,80,232	83,59,329	18,93,796	84,86,463	25,92,800	38,73,663	9-27	18,68,22,048	4,98,59,631	13,69,92,417	6,81,77,874	7,98,14,543	
BOMBAY.	Irrigation.	Desert Canal	25,15,968	74,427	25,91,393	2,03,908	1,09,089	94,809	38,432	2,347	8-66	37,63,737	14,20,444	31,43,293	12,90,090	8,53,563	
		Unharwah	6,32,871	17,353	6,50,223	1,12,596	86,859	75,737	25,182	50,555	11-65	16,79,549	5,64,672	11,14,877	8,39,698	7,75,179	
BOMBAY.	Irrigation.	Begari Canal	16,57,544	49,255	17,06,799	3,78,945	1,09,337	2,70,808	68,302	2,01,006	15-84	21,08,518	31,73,391	59,29,127	19,37,822	59,91,805	
		Eastern Nara Works	61,80,717	2,14,422	63,95,139	5,53,011	1,19,761	4,33,250	2,44,777	1,88,478	6-77	1,24,80,776	45,25,786	79,55,010	66,98,645	12,66,365	
BOMBAY.	Irrigation.	Jamroo Canal	80,92,513	2,14,627	83,07,240	5,57,713	3,42,733	3,14,980	3,14,346	634	3-79	13,53,810	4,91,108	6,62,602	15,36,772	-6,72,270	
		Dad Canal	80,07,852	59,898	81,27,750	1,03,662	1,26,754	-26,092	76,821	-1,01,913	...	2,07,693	1,80,680	27,013	2,50,189	-3,32,146	
BOMBAY.	Irrigation.	Naulakhi Canal	150	...	150	...	...	...	6	-6	...	...	...	...	35	-35	
		Barat Canal	21,884	...	12,03,749	...	...	...	35,439	-35,439	...	...	...	...	60,221	-60,221	
BOMBAY.	Irrigation.	Mahirah Project	9,36,436	23,979	9,60,414	19,369	39,034	-19,775	39,408	-49,181	...	43,894	40,545	-5,651	49,018	-54,669	
Total Sind			2,32,66,015	6,75,846	2,39,41,869	19,23,794	7,85,577	11,43,917	8,85,771	2,59,446	4-77	2,29,37,777	1,06,11,606	1,80,56,171	1,21,70,180	58,66,011	
DECAN AND GUJARAT.	Irrigation.	Hathmati Canal	4,90,935	36,913	5,17,838	516	6,626	-6,110	19,637	-25,747	...	1,50,551	2,16,640	-55,089	5,90,846	-8,46,985	
		Lower Panjhra River Works	4,45,382	29,339	4,69,931	15,298	6,717	7,219	17,815	-10,596	1-64	4,06,281	1,89,635	2,06,446	5,60,964	-8,54,518	
DECAN AND GUJARAT.	Irrigation.	Kafra River Works	7,66,376	83,029	7,87,905	8,267	6,373	1,892	30,082	-28,190	24	2,20,394	2,78,589	-58,175	6,59,958	-7,18,133	
		Lakh Canal	3,52,446	19,445	3,71,891	778	1,716	-337	14,098	-15,035	...	46,917	2,75,336	-2,28,419	4,82,286	-7,10,705	
DECAN AND GUJARAT.	Irrigation.	Mutha Canals	66,87,042	2,39,293	68,26,335	2,07,335	1,34,760	1,63,085	2,61,037	-97,952	2-39	52,91,864	20,04,737	32,87,139	71,93,361	-38,06,322	
		Ehrak Tank	13,28,117	1,13,299	13,40,386	10,365	12,098	7,357	49,125	-41,868	5-64	4,74,968	5,16,935	-41,977	16,17,389	-16,59,386	
DECAN AND GUJARAT.	Irrigation.	Kirebha Canal	8,18,545	46,347	8,64,892	46,751	14,796	31,955	82,748	-787	3-69	9,53,706	5,64,048	3,89,853	11,42,664	-7,53,001	
Total Decan and Gujarat			1,06,86,333	4,99,546	1,11,87,869	9,89,486	1,95,077	2,01,361	4,24,536	-2,20,175	1-33	75,54,673	40,56,085	34,98,588	1,32,47,468	-87,48,880	
TOTAL BOMBAY			2,39,54,348	11,75,379	2,51,29,727	33,18,232	9,70,654	12,47,578	13,08,807	39,371	3-94	3,61,92,450	1,46,87,691	2,15,24,759	2,41,17,938	-28,92,969	
TOTAL PRAO-	Irrigation.	Irrigation	34,45,07,403	1,60,56,081	36,11,03,454	3,88,92,097	1,20,87,571	2,68,04,526	1,35,52,193	1,32,52,393	7-49	70,04,76,367	26,37,60,324	43,77,17,943	32,07,88,725	11,69,29,218	
		Navigation	25,51,641	68,513	26,16,154	41,050	36,295	4,786	1,02,066	-97,281	-18	15,10,781	12,95,864	3,14,897	26,49,267	-23,34,960	
Total			34,70,59,044	1,67,19,594	36,37,19,608	3,89,33,147	1,21,23,866	2,68,09,311	1,36,54,259	1,31,55,062	7-27	70,20,89,048	26,40,56,208	43,80,32,840	32,34,38,593	11,45,94,259	

## STATEMENT No. II.

*Productive Irrigation Works.—Gross Revenue, Irrigated Area, and Mileage open.*

MAJOR WORKS.	GROSS REVENUE.			IRRIGATED AREA IN ACRES.			MILEAGE IN OPERATION (INCLUDING DRAINAGE CANALS)		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
	Rs.	Rs.	Rs.	Acres.	Acres.	Acres.	Miles.	Miles.	Miles.
<b>Burma.</b>									
Mandalay Canal . . . . .	...	...	24,850	...	...	7,228	...	...	...
<b>Bengal.</b>									
Orissa Project . . . . .	4,08,145	3,47,782	4,08,248	208,540	201,498	224,779	1,408	1,412	1,408
Midnapore Canal . . . . .	2,38,378	2,41,806	2,29,078	80,318	82,134	87,464	385	386	385
Sone Project . . . . .	11,10,586	11,98,593	12,48,780	438,418	557,494	433,567	1,586	1,585	1,586
Total Bengal*	17,52,104	17,24,981	20,78,806	716,271	841,126	745,810	3,379	3,383	3,379
<b>United Provinces.</b>									
Ganges Canal . . . . .	44,58,265	36,49,788	43,84,084	774,104	1,058,908	871,863	3,181	3,182	3,181
Lower Ganges Canal . . . . .	23,84,403	22,04,783	24,84,682	621,083	751,710	785,761	2,980	2,990	2,980
Agra Canal . . . . .	9,25,800	6,63,557	8,74,371	190,177	260,727	236,721	719	719	719
Eastern Jumna Canal . . . . .	14,82,347	14,31,141	16,06,995	240,880	349,052	284,079	794	808	808
Fatehpur Branch . . . . .	84,891	78,854	1,32,345	19,787	34,451	68,300	444	502	502
Total United Provinces	96,45,506	80,29,073	95,01,877	1,864,831	2,452,748	2,241,723	(a) 8,068	(a) 8,179	8,068
<b>Punjab.</b>									
Western Jumna Canal . . . . .	25,15,035	31,75,276	23,48,319	521,341	550,916	549,879	2,363	1,927	1,927
Bari Doab Canal . . . . .	32,48,876	30,87,364	36,12,861	861,301	856,041	893,862	1,700	1,760	1,760
Birhind Canal . . . . .	30,51,461	28,18,071	27,81,128	721,851	728,908	767,315	3,044	3,044	3,044
Upper Sutlej (including Lower Sohiag and Fero) Canals . . . . .	1,42,447	1,78,382	4,96,794	86,163	47,758	233,887	157	152	157
Chenab Canal . . . . .	44,08,480	68,90,587	72,54,185	1,880,525	1,744,129	1,829,169	2,489	2,502	2,489
Sidhuai " . . . . .	2,22,828	4,95,539	1,82,022	109,780	114,132	60,791	199	199	199
Jhelum " . . . . .	...	...	37,810	...	65,367	133,911	...	803	43
Total Punjab	1,40,89,127	1,46,35,198	1,63,14,594	4,190,961	4,111,246	4,478,814	9,953	9,887	10,588
<b>Madras.</b>									
Godavari Delta System . . . . .	31,94,847	33,37,000	32,25,810	825,519	639,855	810,634	2,415	2,417	2,415
Kistna " . . . . .	28,59,351	24,56,048	29,43,483	600,002	629,530	627,850	1,997	2,002	2,000
Pennar River Canals . . . . .	8,78,417	8,91,795	3,92,040	157,738	160,723	163,641	447	447	44
Cauvery Delta System . . . . .	9,70,685	9,78,396	9,73,123	993,539	994,226	992,358	2,094	2,094	2,094
Srivaikuntham Ancient System . . . . .	1,26,340	1,23,267	1,22,492	45,715	44,161	44,525	90	90	9
Kurnool Canal . . . . .	1,09,548	2,10,323	2,03,416	82,150	68,532	60,154	508	508	60
Barur Tank . . . . .	10,747	11,402	11,109	5,128	5,371	5,325	33	33	2
Periyar Project . . . . .	4,09,249	4,67,279	4,81,786	142,839	153,862	154,068	210	216	21
Total Madras	81,19,144	85,03,505	83,59,229	2,832,717	2,896,307	2,848,664	7,788	7,840	7,811
<b>Bombay.</b>									
Desert Canal . . . . .	2,10,607	1,97,147	2,03,908	151,863	145,285	187,061	218	231	20
Unharwah " . . . . .	1,84,811	1,45,983	1,12,596	85,378	78,324	84,350	96	97	8
Begari Canal . . . . .	5,02,692	4,03,904	3,79,645	285,550	222,515	225,612	168	158	16
Eastern Nara Works . . . . .	5,73,199	5,06,575	5,53,011	266,295	241,588	266,938	257	257	25
Jamrao Canal . . . . .	3,42,878	4,59,101	5,57,713	172,347	213,514	249,358	529	591	59
Ded Canal . . . . .	...	1,05,031	1,02,662	...	53,241	60,256	...	946	34
Mahiwah Project . . . . .	...	24,635	19,259	...	10,863	8,423	...	58	5
Total Sind	17,94,217	18,22,275	19,23,794	961,433	968,830	1,072,001	1,268	1,738	1,779
<b>Deccan and Gujarat.</b>									
Haibunati Canal . . . . .	231	461	516	1,737	134	287	61	51	5
Lower Panjhra River Works . . . . .	15,239	17,472	15,936	2,684	2,314	2,503	45	45	4
Kudra River Works . . . . .	5,981	6,383	8,267	3,020	3,808	2,775	32	39	3
Lakh Canal . . . . .	701	445	778	982	660	1,206	32	32	3
Mutha Canals . . . . .	2,11,843	2,95,122	2,97,835	8,304	10,470	8,101	156	155	15
Ekruk Tank . . . . .	24,110	25,035	19,355	1,937	4,375	2,030	43	43	4
Krishna Canal . . . . .	22,598	41,415	43,751	8,223	5,318	5,963	64	64	6
Total Deccan and Gujarat	2,30,695	3,86,436	3,89,438	26,902	27,079	22,865	484	484	43
Total Bombay	20,74,912	22,08,712	23,18,232	988,335	995,909	1,094,866	1,293	1,72	2,22
Total Productive	3,55,80,793	3,51,01,469	3,68,82,097	10,583,115	11,287,831	11,461,990	30,878	31,431	32,533

\* The figures for the High Tidal Canal are not included, as that is a navigation canal.  
(a) Includes the following mileage of drainage cuts and mill channels and escapes previously included:—

	Drainage cuts, Miles.	Mill channels and escapes, Miles.	Total, Miles.
1900-1901	5,206	345	5,551
1901-1902	5,973	267	6,240

## Financial results of individual Protective Irrigation Works during, and to the end of, 1902-1903.

Number of works.	CAPITAL OUTLAY TO END OF 1902-1903.			EXPENSE ACCOUNT FOR 1902-1903.							REVENUE ACCOUNT TO END OF 1902-1903.			
	Direct.	Indirect.	Total.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Not profit.	Percentage of net revenue on the Capital outlay.	Gross revenue.	Maintenance and working.	Net revenue.	Interest.	Net profit.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1	<b>MAJOR WORKS.</b>													
1	<b>Protective.</b>													
1	<b>CENTRAL PROVINCES.</b>													
2	<b>Khyabada Tank</b>													
	24,844	6,899	31,743	...	...	...	466	—466	...	...	...	...	...	—466
2	<b>BENGAL.</b>													
	<b>Irrigation.</b>													
	1,95,489	6,211	2,01,910	...	...	...	6,772	—5,772	...	...	...	...	...	—9,397
	6,14,779	11,468	6,26,236	...	...	...	17,673	—17,673	...	...	...	...	...	—20,699
	8,10,472	17,674	8,28,146	...	...	...	23,445	—23,445	...	...	...	...	...	—40,096
1	<b>TOTAL BENGAL</b>													
1	<b>UNITED PROVINCES.</b>													
	<b>Irrigation.</b>													
	43,19,004	2,35,007	45,54,011	1,06,743	1,80,801	—23,858	1,71,766	—1,95,624	...	12,81,366	17,83,643	—5,02,377	31,69,435	—36,61,802
1	<b>NORTH-WEST FRONTIER PROVINCE.</b>													
	<b>Irrigation.</b>													
	40,18,769	1,47,463	41,66,232	5,29,623	58,513	4,40,815	1,60,127	2,80,688	10.58	59,30,374	15,90,646	37,39,729	30,68,436	6,71,393
1	<b>MADRAS.</b>													
	<b>Irrigation.</b>													
	44,94,818	4,00,546	48,95,366	1,02,594	72,701	29,593	1,79,437	—1,85,534	61	6,96,647	4,75,283	2,21,358	20,94,743	—18,08,386
5	<b>DECCAN AND GUJARAT.</b>													
	<b>Irrigation.</b>													
	4,00,939	11,737	4,12,666	(a)	(a)	(a)	16,038	—16,038	...	24,740	20,937	3,743	2,37,321	—3,83,576
	18,98,362	80,066	20,88,427	15,200	14,842	388	79,697	—79,449	0.2	8,53,849	27,638	7,461	16,04,963	—15,67,503
	53,60,541	3,28,196	56,88,737	2,31,696	57,704	1,73,992	2,14,362	—40,470	3.06	15,58,937	8,12,662	7,46,175	38,68,205	—31,22,037
	6,51,195	30,824	6,71,519	843	714	129	22,654	—22,426	0.2	...	...	...	68,642	—68,513
	1,05,580	6,772	1,12,352	...	...	...	4,182	—4,182	...	...	...	...	61,853	—61,853
	8,16,089	9,439	8,25,528	...	...	...	11,130	—11,130	...	...	...	...	51,027	—51,027
	88,32,708	4,66,539	92,99,229	2,47,639	79,380	1,74,379	3,48,073	—1,73,694	1.88	18,68,369	11,10,761	7,57,508	59,92,011	—59,34,403
12	<b>TOTAL PROTECTIVE</b>													
	2,25,02,618	12,64,134	2,37,66,747	9,86,604	3,65,976	6,21,228	8,83,301	—2,61,076	3.61	91,70,560	49,60,532	43,16,218	1,42,85,177	—1,00,68,959

(a) This is now classed as a minor work and combined with Gokak Storage Works.



## STATEMENT No. IV.

*Protective Irrigation Works.—Gross Revenue, Irrigated Area, and Mileage open.*

MAJOR WORKS.	GROSS REVENUE.			IRRIGATED AREA IN ACRES.			MILEAGE IN OPERATION (INCLUDING DISTRIBUTING).		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
	Rs.	Rs.	Rs.	Acres.	Acres.	Acres.	Miles.	Miles.	Miles.
<b>UNITED PROVINCES.</b>									
Betwa Canal	50,023	75,438	1,06,748	38,360	48,767	64,457	(a)550	(a)550	556
<b>NORTH-WEST FRONTIER PROVINCE.</b>									
Swat River Canal	5,27,009	5,02,418	5,39,628	164,031	157,929	173,772	208	208	203
<b>MADRAS.</b>									
Rashikulya Project	98,720	1,06,954	1,02,594	82,554	86,865	92,899	206	210	217
<b>BOMBAY.</b>									
<i>Deccan and Gujarat.</i>									
Mhasvad Tank	21,185	24,031	18,200	5,342	8,280	4,075	94	101	100
Nira Canal	1,83,547	2,27,880	2,91,596	51,728	51,052	35,109	239	240	239
Shetphal Tank	...	...	848	...	...	216	...	...	7
<b>Total Bombay</b>	<b>1,55,042</b>	<b>2,51,911</b>	<b>2,47,639</b>	<b>57,570</b>	<b>59,332</b>	<b>39,893</b>	<b>333</b>	<b>341</b>	<b>346</b>
<b>TOTAL PROTECTIVE</b>	<b>8,82,403</b>	<b>9,55,749</b>	<b>9,86,504</b>	<b>889,415</b>	<b>851,898</b>	<b>870,021</b>	<b>1,297</b>	<b>1,309</b>	<b>1,257</b>

(a) Includes the following mileage of Drainage cuts and Mill Channels and escapes previously included:—

	Drainage cuts.	Mill channel and escapes.	Total.
	Miles.	Miles.	Miles.
1900-1901	25	16	41
1901-1902	25	16	41



## STATEMENT No. V.

*Financial results of individual Minor Works during, and to the end of, 1902-1903.*

[ Excluding surveys. ]

Number of works.	MINOR WORKS.	CAPITAL OUTLAY TO END OF 1902-1903.			REVENUE ACCOUNT FOR 1902-1903.				REVENUE ACCOUNT TO END OF 1902-1903.		
		Direct.	Indirect.	Total.	Gross revenue.	Maintenance and working.	Net Revenue.	Percentage of net revenue on Capital outlay.	Gross revenue.	Maintenance and working.	Net revenue.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
2	<b>RAJPUTANA.</b>										
	<i>Irrigation.</i>										
	Tanks in Ajmere Sub-Collectorate	16,74,804	50,767	17,25,571	60,953	61,626	- 673	...	15,70,208	3,94,671	7,85,237
	Tanks in Bikaner Sub-Collectorate	8,65,066	45,649	9,10,715	23,981	2,927	22,054	2 43	12,42,047	2,51,663	2,31,354
	Tanks in Todgarh Sub-Collectorate	4,25,594	13,162	4,38,756	20,875	5,330	15,545	3 50	6,34,644	2,77,546	2,57,098
	Total	29,65,464	1,09,578	30,75,042	1,06,809	70,886	37,923	1 23	35,47,899	21,24,110	16,23,739
3	<b>BALUCHISTAN.</b>										
	<i>Irrigation.</i>										
	Khashidi Khan Reservoir	9,31,514	12,682	9,44,196	- 62	10,066	-10,128	...	2,16,016	1,31,373	84,644
	Shebo Canal	6,85,798	11,443	6,97,241	8,209	7,533	676	00	2,14,080	1,33,339	75,740
	Anamher Channel	22,461	303	22,764	...	...	...	...	...	...	...
	Total	16,39,773	24,428	16,64,201	8,145	17,601	-8,456	...	4,30,106	2,64,711	1,65,394
2	<b>BURMA.</b>										
	<i>Irrigable embankments.</i>	31,17,308	34,894	32,52,202	11,25,125	1,93,314	9,41,712	29 41	1,77,65,532	49,06,683	1,28,58,849
	Tongwa Island embankment	2,22,504	5,315	2,27,819	45,012	20,979	24,033	10 55	3,55,381	1,32,583	2,22,798
	Bawle " "	23,928	580	24,508	...	...	...	...	...	...	...
	Total	33,63,740	40,789	34,04,529	11,70,137	2,14,293	9,65,745	27 97	1,81,20,913	50,39,266	1,30,81,647
3	<b>BERGAL.</b>										
	<i>Irrigation.</i>										
	Suran Project	5,82,000	27,364	6,09,364	674	3,426	-2,751	...	2,50,569	4,04,862	-1,54,293
	<i>Navigation.</i>										
	Calcutta and Eastern Canals	73,67,907	1,08,973	74,76,880	3,76,754	2,36,268	1,40,486	1 98	2,85,16,741	1,15,12,309	1,69,98,432
	Orissa Coast Canal	42,72,704	1,04,616	43,77,320	34,666	46,165	-11,499	...	10,96,600	12,91,346	-1,93,346
	Total	1,16,40,611	2,13,589	1,18,54,200	4,11,420	2,82,433	1,28,987	1 10	2,76,14,741	1,28,03,655	1,48,06,086
	Total	1,21,22,767	2,42,980	1,23,65,747	4,12,104	2,85,946	1,28,156	1 02	2,78,71,294	1,32,14,587	1,46,56,707
4	<b>UNITED PROVINCES.</b>										
	<i>Irrigation.</i>										
	Don Canal	7,32,653	19,583	7,52,236	1,12,071	94,594	18,540	2 31	22,05,380	17,97,721	4,07,659
	Bohikhand Canal	19,10,682	1,71,083	20,81,765	1,57,386	1,08,563	47,823	2 50	45,08,214	36,12,054	8,96,160
	Bljnor Canal	1,77,137	36,417	2,13,554	42,809	21,623	21,186	10 41	7,94,090	3,43,336	4,50,754
	Bundelkhand Irrigation Works	73,094	2,037	75,131	9,743	9,607	136	06	2,66,980	2,62,943	-3,937
	Total	9,92,566	2,28,100	12,20,666	2,23,919	2,35,387	87,606	2 76	37,63,664	30,13,054	7,50,610
	<b>PUNJAB.</b>										
	<i>Irrigation.</i>										
	Indus Inundation Canals	7,32,512	24,746	7,57,258	3,72,183	2,82,901	79,282	10 66	39,28,947	30,35,542	8,93,405
	Shahpur Inundation Canals	2,05,833	9,861	2,15,694	1,01,004	50,412	51,591	23 71	14,13,089	8,07,763	6,05,326
	Ghaggar Canals	2,32,569	9,917	2,42,486	23	23,369	-23,346	...	227	1,47,941	-1,47,714
	Total	12,70,914	44,524	13,15,438	4,73,210	3,59,682	1,04,123	7 69	1,13,42,263	38,51,246	74,91,017
1	<b>NORTH-WEST FRONTIER PROVINCE.</b>										
	<i>Irrigation.</i>										
	Kabul River Canal	4,70,320	2,433	4,72,753	1,46,994	57,130	1,09,864	23 26	19,357	5,40,490	5,79,847

## Financial results of individual Minor Works during, and to the end of, 1902-1903—concl'd.

Number of works.	Minor Works.	CAPITAL OUTLAY TO END OF 1902-1903.			REVENUE ACCOUNT FOR 1902-1903.				REVENUE ACCOUNT TO END OF 1902-1903.		
		Direct.	Indirect.	Total.	Gross revenue.	Maintenance and working.	Net revenue.	Percentage of net revenue on Capital outlay.	Gross revenue.	Maintenance and working.	Net revenue.
		Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
22	<b>MAHARASHTRA.</b>										
	<i>Irrigation.</i>										
	Chemburambhat Tank . . . . .	6,91,676	1,12,624	7,04,300	44,389	-2,561	46,950	6.28	9,01,384	1,16,467	7,84,917
	Madame Water-supply and Irrigation Extension Project . . . . .	15,21,328	2,38,209	17,59,537	35,544	6,494	29,050	1.66	6,19,492	5,24,861	95,131
	Pala Anicut System . . . . .	20,01,334	1,08,706	21,10,040	1,72,752	43,796	1,28,956	4.22	26,79,992	21,79,091	17,90,901
	Lower Coleroon Anicut System . . . . .	13,03,125	41,972	13,45,107	2,87,766	42,544	2,45,222	18.28	1,21,73,550	18,61,119	1,03,12,431
	Velindora Anicut System . . . . .	5,48,988	65,356	5,94,344	85,971	10,091	75,880	4.35	4,71,283	5,59,765	-88,482
	Shalinsote " " " " . . . . .	2,99,975	6,104	3,06,079	1,05,971	13,485	92,486	30.12	32,03,124	7,41,536	24,61,588
	Tirukkojhar " " " " . . . . .	2,63,030	7,283	2,70,313	39,567	17,232	22,335	7.69	10,09,606	5,51,028	4,58,578
	Choyar " " " " . . . . .	4,00,393	11,144	4,11,537	45,731	20,271	25,460	6.20	12,07,168	7,55,933	4,51,235
	Polney " " " " . . . . .	2,30,106	6,185	2,36,291	51,341	16,855	34,486	14.59	15,14,134	7,05,414	8,08,720
	Baglora Project . . . . .	4,40,243	17,443	4,57,686	6,366	4,813	1,553	.40	16,851	22,206	-5,355
	Munyar " " " " . . . . .	5,47,465	29,010	5,76,475	11,900	12,618	-718	...	44,616	31,632	12,984
	Chopad " " " " . . . . .	4,38,962	10,489	4,49,451	...	177	-177	...	...	292	-292
	Other Works (16) . . . . .	11,44,930	47,961	11,92,891	2,39,637	1,11,257	1,27,380	10.59	60,33,789	28,36,045	31,97,744
		98,05,156	6,82,466	1,04,87,622	10,76,014	3,38,904	7,37,110	7.04	1,11,76,480	1,08,88,037	2,67,88,443
	<i>Navigation.</i>										
	Buckingham Canal . . . . .	85,22,067	4,86,016	90,10,103	71,567	68,571	-2,974	...	34,62,218	36,56,098	-1,73,879
	Other Works (8) . . . . .	3,09,039	16,654	3,25,693	1,030	5,600	-4,570	...	17,434	1,14,912	-1,01,478
		88,28,126	5,02,670	93,30,796	72,627	74,171	-1,544	...	34,63,652	37,71,010	-3,07,358
	<b>TOTAL</b>	1,88,33,261	11,87,658	2,00,20,919	11,48,641	4,26,045	7,22,596	3.60	1,46,38,142	1,46,63,087	2,00,13,055
23	<b>BOMBAY.</b>										
	<i>Irrigation.</i>										
	Sakher Canal . . . . .	13,52,336	60,594	14,12,930	1,31,305	63,737	67,568	4.81	29,61,666	15,79,567	13,82,108
	Ghar " " " " . . . . .	4,25,266	25,915	4,51,181	5,24,138	1,04,797	4,19,341	101.82	1,53,67,492	67,12,655	1,36,54,837
	Mara's Great Canal . . . . .	2,07,436	3,810	2,11,246	53,672	14,943	38,729	17.93	10,65,558	4,43,620	10,51,938
	Sarjanswah Canal . . . . .	1,16,559	6,121	1,22,680	20,151	13,859	6,292	5.21	5,97,937	3,76,289	2,19,648
	Fulali Canal . . . . .	18,91,100	62,259	19,53,359	3,58,494	97,536	2,60,958	19.02	1,38,99,670	65,42,395	53,57,275
	Other Works (5) . . . . .	2,02,349	9,624	2,11,973	2,639	2,819	-180	.08	3,74,537	3,04,603	69,934
		29,97,586	1,72,831	31,70,417	12,01,564	3,47,569	8,53,994	29.47	2,68,95,843	1,51,32,149	2,17,63,694
	<i>Drains and Guddies.</i>										
	Khari Cut . . . . .	5,24,111	36,716	5,60,827	822	7,454	-6,632	...	1,39,051	1,09,268	29,783
	Jamda Canals . . . . .	9,91,178	69,611	10,60,789	4,378	8,710	-4,332	...	2,04,073	4,33,005	-2,28,932
	Parani Tank . . . . .	2,08,007	6,998	2,14,995	2,067	1,477	590	.22	19,528	14,417	5,111
	Pravara River Works—Other Canal . . . . .	3,03,636	21,751	3,25,387	5,442	4,114	1,328	.40	1,44,294	2,62,965	-1,18,671
	Hatodi Tank . . . . .	1,52,685	27,022	1,79,707	2,113	1,460	653	.17	1,10,916	1,55,077	-44,161
	Matoba " " " " . . . . .	1,88,148	13,274	2,01,422	15,978	2,677	13,301	6.45	1,84,763	63,462	1,21,301
	Shimuphal Tank . . . . .	2,12,199	12,369	2,24,568	1,061	1,116	-555	.24	61,696	60,190	1,506
	Shadavadi " " " " . . . . .	2,13,116	14,307	2,27,423	1,002	1,347	-345	...	60,437	45,838	14,599
	Ashti " " " " . . . . .	7,67,050	73,041	8,40,091	5,114	5,671	-557	...	63,251	1,72,282	-1,09,031
	Upper Man River Works . . . . .	4,15,835	22,372	4,38,207	270	2,613	-2,343	...	64,585	1,28,192	-63,607
	Yerna River Irrigation Works . . . . .	7,17,240	45,228	7,62,468	4,704	12,671	-7,967	...	1,76,077	2,25,569	-49,492
	Maini Tank . . . . .	4,90,045	24,432	5,14,477	3,213	3,564	-351	...	1,22,674	1,18,764	3,910
	Madag " " " " . . . . .	1,61,243	6,390	1,67,633	1,496	1,389	107	.06	93,571	67,673	25,898
	Machhandi Tank . . . . .	1,40,217	18,490	1,58,707	159	521	-362	...	4,951	8,604	-3,653
	Gokak Canal, 1st Section and Storage Works . . . . .	8,62,606	44,161	9,06,767	42,594	10,336	32,258	3.44	2,84,607	1,12,803	1,71,804
	Other Works (11) . . . . .	9,08,682	72,535	9,81,217	13,961	14,687	-726	...	3,79,982	2,61,061	1,18,921
	<b>TOTAL BOMBAY</b>	71,13,011	4,97,948	76,10,959	1,09,239	31,610	77,629	.36	22,17,624	22,78,892	-61,268
24	<b>TOTAL BOMBAY</b>	1,11,13,667	5,70,779	1,17,84,446	13,10,882	4,29,070	8,81,812	7.18	3,91,13,507	1,74,41,472	2,16,72,035
	<i>Irrigation</i>	3,42,98,789	18,71,508	3,61,70,297	46,23,071	17,14,610	29,08,461	8.05	11,96,70,850	5,24,46,943	6,72,23,907
	<i>Navigation</i>	2,02,69,707	7,90,259	2,10,60,000	4,84,057	3,21,569	1,62,488	.49	3,11,14,393	1,65,84,555	1,45,29,738
25	<b>GRAND TOTAL</b>	5,45,65,586	25,61,772	5,71,27,358	51,12,123	20,9,208	30,15,914	5.28	14,47,85,243	8,90,31,494	7,57,53,749

(c) Exclusive of Rs. 6,12,000 expenditure incurred from the grant under 34.—Construction of Protective Irrigation Works—which is shown under Major Works.

## STATEMENT No. VI.

## Minor Works. -- Gross Revenue, Irrigated area, and mileage open.

MINOR WORKS.	GROSS REVENUE.			IRRIGATED AREA IN ACRES.			MILEAGE IN OPERATION (INCLUDED IN DISTRICTS).		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
	Rs.	Rs.	Rs.	Acres.	Acres.	Acres.	Miles.	Miles.	Miles.
<b>RAJPUTANA.</b>									
Tanks in Ajmer Sub-Collectorate.	40,515	65,296	60,863	16,481	10,661	13,672	...	...	...
Tanks in Beawar Sub-Collectorate.	27,264	44,822	26,981	12,703	9,579	7,613	...	...	...
Tanks in Todgarh Sub-Collectorate.	17,474	28,542	20,875	4,583	3,524	4,914	...	...	...
<b>TOTAL RAJPUTANA</b>	<b>91,253</b>	<b>1,38,667</b>	<b>1,08,603</b>	<b>34,767</b>	<b>23,964</b>	<b>26,199</b>	<b>...</b>	<b>...</b>	<b>...</b>
<b>BALUCHISTAN.</b>									
Khushdil Khan Reservoir	18,187	23,760	--64	2,442	5,504	...	22	22	22
Shebo canal	22,060	18,993	8,209	2,790	2,203	2,939	22	22	25
<b>TOTAL BALUCHISTAN</b>	<b>35,227</b>	<b>42,753</b>	<b>8,145</b>	<b>5,232</b>	<b>7,712</b>	<b>2,939</b>	<b>45</b>	<b>45</b>	<b>47</b>
<b>BURMA.</b>									
Irrawaddy Embankments	9,06,833	10,86,439	11,35,126	394,511	405,558	412,788	...	...	...
Tongwa Island Embankment	82,493	57,813	45,012	40,483	34,480	24,966	...	...	...
<b>TOTAL BURMA</b>	<b>9,91,326</b>	<b>10,94,252</b>	<b>11,80,138</b>	<b>434,994</b>	<b>440,038</b>	<b>437,754</b>	<b>...</b>	<b>...</b>	<b>...</b>
<b>BENGAL.</b>									
Saran Project	669	1,108	674	...	...	...	24	24	24
<b>UNITED PROVINCES.</b>									
Dun Canals	1,06,666	1,02,394	1,13,074	17,287	23,306	19,136	80	80	80
Rohilkhand Canals	2,10,478	1,23,468	1,57,386	30,149	68,643	96,237	375	375	370
Bijnor Canals	42,443	34,245	42,809	12,559	10,182	18,546	74	74	74
Bundelkhand Irrigation Works.	10,832	8,830	9,748	8,946	4,616	3,456	66	66	66
<b>TOTAL UNITED PROVINCES.</b>	<b>3,70,419</b>	<b>2,78,935</b>	<b>3,23,017</b>	<b>113,793</b>	<b>115,947</b>	<b>137,376</b>	<b>(a)595</b>	<b>(a)595</b>	<b>590</b>
<b>PUNJAB.</b>									
Upper* Sutlej Inundation Canals.	2,81,451	5,39,092	...	290,134	170,849	...	514	513	...
Indus Inundation Canals	4,14,539	9,57,951	3,72,188	222,586	174,220	187,513	713	740	745
Shahpur Inundation Canals	1,08,674	1,05,996	1,01,608	50,381	23,790	37,801	173	173	173
Ghaggar Canals	...	...	22	39,109	14,840	9,773	62	68	68
<b>TOTAL PUNJAB</b>	<b>8,04,664</b>	<b>10,53,089</b>	<b>4,73,806</b>	<b>602,163</b>	<b>383,699</b>	<b>235,087</b>	<b>1,462</b>	<b>1,494</b>	<b>986</b>
<b>NORTH-WEST FRONTIER PROVINCE.</b>									
Kabul River Canals	1,40,588	1,10,711	1,46,984	...	...	...	...	...	...
<b>MADRAS.</b>									
Chembambakan Tank	377	83,842	44,889	11,365	15,843	19,933	27	27	27
Palar Anicut System	38,373	1,66,117	1,72,752	75,983	102,311	107,438	290	296	296
Pelundurai Anicut System	32,981	84,457	35,971	10,011	10,245	10,563	63	63	63
Lower Coleroon Anicut	2,38,607	2,36,452	2,37,765	112,741	110,790	110,511	896	896	898
Madras Water-supply and Irrigation Extension Project	27,771	29,332	36,544	8,640	9,197	10,325	10	10	10
Rhatiatope Anicut System	1,00,200	1,05,360	1,05,671	32,647	33,822	34,384	180	180	180
Tirukkoiyil Anicut System	31,592	39,269	39,567	24,941	27,301	27,976	163	163	163
Thadapalli Channel	31,456	34,201	35,236	15,071	15,758	16,640	76	76	76
Arkonkota Channel	9,869	9,720	9,254	4,293	4,355	4,338	24	24	24
Choyar Anicut System	32,801	39,788	45,721	39,684	32,051	34,365	181	181	181
Poinery Anicut System	24,811	43,692	51,341	16,596	27,233	29,910	162	182	182
Dondapad Tank	367	412	490	125	136	158	4	4	4
Sagileru Project	520	1,849	6,666	4,712	5,240	6,623	14	14	14
Muniyar Project	9,772	11,902	11,900	2,359	3,237	3,097	67	57	57
Ganjan Minor Rivers System	40,276	50,618	48,925	73,284	92,469	78,572	100	100	100
Other works	1,29,281	1,37,711	1,44,692	67,656	58,247	50,148	265	265	265
<b>TOTAL MADRAS</b>	<b>7,99,734</b>	<b>10,14,242</b>	<b>10,76,014</b>	<b>511,308</b>	<b>568,384</b>	<b>584,081</b>	<b>2,552</b>	<b>2,548</b>	<b>2,550</b>

(a) Exclude the following mileage of Drainage cuts and Mill channels and escapes previously included:—

	Drainage cuts. Miles.	Mill channels and escapes. Miles.	Total. Miles.
1900-1901	30	10	40
1901-1902	30	10	40

\* Transferred to the category of "Major Works."

*Minor Works.—Gross Revenue, Irrigated area, and mileage open—conold.*

MINOR WORKS.	GROSS REVENUE.			IRRIGATED AREA IN ACRES.			MILEAGE IN OPERATION (INCLUDING DISTRIBUTORIES).		
	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.	1900-1901.	1901-1902.	1902-1903.
	Rs.	Rs.	Rs.	Acres.	Acres.	Acres.	Miles.	Miles.	Miles.
<b>BOMBAY.</b>									
<i>Sind.</i>									
Sukkar Canal . . . . .	1,69,518	1,64,109	1,31,605	89,569	98,898	98,159	180	190	130
Ghar Canal . . . . .	6,80,605	6,53,599	6,24,193	274,669	278,312	267,078	297	297	297
Marak Great Canal . . . . .	51,136	50,477	53,574	51,886	50,782	54,354	168	168	169
Barfrazwah Canal . . . . .	22,139	23,777	20,151	24,792	25,938	26,488	95	103	108
Feleli Canal . . . . .	5,86,471	5,89,350	5,68,484	406,741	367,295	384,279	1,048	1,049	1,049
Other works costing less than Rs. 1,00,000 each.	10,748	7,645	2,989	25,279	25,114	24,172	101	101	101
<b>TOTAL SIND</b>	<b>14,20,907</b>	<b>12,85,956</b>	<b>12,01,244</b>	<b>882,956</b>	<b>860,354</b>	<b>794,580</b>	<b>1,889</b>	<b>1,851</b>	<b>1,854</b>
<i>Deccan and Gujarat.</i>									
Khari Cut . . . . .	579	1,072	922	2,062	...	1,098	26	36	36
Mhasvad Tank . . . . .	1,718	1,869	1,000	878	407	265	7	7	7
Jamada Canal . . . . .	6,284	7,677	4,878	3,767	1,748	1,147	114	114	114
Panul Tank . . . . .	1,432	670	2,087	743	217	690	5	5	5
Pravara River Works—Ojhar Canal.	3,335	5,156	5,442	7,880	7,905	10,989	40	40	40
Bhatodi Tank . . . . .	2,707	2,713	3,113	1,089	1,037	313	10	10	8
Matola Tank . . . . .	4,452	9,608	15,378	3,692	2,626	1,948	17	17	17
Shirsaphal Tank . . . . .	814	2,167	1,662	1,074	1,418	351	12	12	12
Bhadalyadi Tank . . . . .	1,927	3,118	1,002	1,397	779	1,192	10	10	10
Ashli Tank . . . . .	6,117	7,470	5,118	830	1,907	692	30	30	30
Upper Man River Works . . . . .	1,770	323	370	888	882	684	24	24	24
Yerla River Irrigation Works . . . . .	8,140	9,589	8,704	1,767	3,185	838	33	37	37
Maini Tank . . . . .	2,075	2,823	3,243	1,415	1,671	1,502	17	17	17
Muchkundi Tank . . . . .	630	590	159	77	140	90	7	7	7
Madag Tank . . . . .	2,148	2,040	1,495	327	893	939	9	9	9
Gokak Canal—1st Section and Storage Works . . . . .	31,839	33,973	42,584	10,503	14,335	13,339	44	49	49
Other works costing less than Rs. 1,00,000 each.	12,797	12,430	12,981	3,079	3,118	3,027	40	41	41
<b>TOTAL DECCAN AND GUJARAT</b>	<b>88,762</b>	<b>1,07,966</b>	<b>1,06,289</b>	<b>39,922</b>	<b>42,369</b>	<b>39,237</b>	<b>455</b>	<b>465</b>	<b>461</b>
<b>TOTAL BOMBAY</b>	<b>15,09,669</b>	<b>13,96,842</b>	<b>13,10,482</b>	<b>922,878</b>	<b>868,623</b>	<b>832,767</b>	<b>2,394</b>	<b>2,316</b>	<b>2,315</b>
<b>TOTAL MINOR WORKS</b>	<b>47,43,184</b>	<b>51,25,540</b>	<b>46,28,071</b>	<b>2,625,456</b>	<b>2,428,375</b>	<b>2,356,177</b>	<b>6,998</b>	<b>7,048</b>	<b>6,812</b>

## STATEMENT No. VII.

*General result of Irrigation Works in British India for which Capital and Revenue Accounts are kept.*

	Capital outlay to end of 1902-1903.	Gross Revenue during 1902-1903.	Maintenance charges during 1902-1903.	Net Revenue during 1902-1903.	Percentage of net Revenue on Capital outlay.	Percentage of maintenance charges to gross Revenue.	Area irrigated (in acres).	Revenue realized per acre irrigated.	Cost of maintenance per acre irrigated.
<b>RAJPUTANA.</b>	Rs.	Rs.	Rs.	Rs.			Acres.	Rs.	Rs.
Minor Works . . . .	90,89,122	1,08,909	70,876	37,933	1.23	63.14	26,199	4.15	2.71
<b>BALUCHISTAN.</b>									
Minor Works . . . .	16,93,911	8,145	17,841	-9,488	...	216.39	2,989	2.77	6.00
<b>CENTRAL PROVINCES.</b>									
Protective . . . . .	81,748	...	...	...	...	...	...	...	...
<b>BURMA.</b>									
Productive . . . . .	67,04,248	24,859	52,522	-8,667	...	124.86	7,223	3.44	4.64
Minor Works . . . .	24,53,416	11,80,138	2,14,393	9,65,745	27.97	18.17	437,720	2.62	.50
<b>TOTAL BURMA</b>	1,01,57,764	12,04,997	2,47,919	9,57,078	9.43	20.57	444,943	2.71	.56
<b>BENGAL.</b>									
Productive . . . . .	6,17,39,192	20,73,306	11,13,419	9,59,887	1.55	53.70	795,810	2.81	1.40
Protective . . . . .	8,28,144	...	...	...	...	...	...	...	...
Minor Works . . . .	7,09,431	674	3,426	-9,751	...	509.16	...	...	...
<b>TOTAL BENGAL</b>	6,22,76,739	20,73,980	11,16,845	9,57,136	1.51	59.85	795,810	2.81	1.40
<b>UNITED PROVINCES.</b>									
Productive . . . . .	8,43,42,897	25,01,877	23,54,533	2,47,344	7.41	34.25	2,241,723	4.24	1.43
Protective . . . . .	45,44,011	1,03,743	1,30,801	-26,853	...	122.25	64,457	1.66	2.03
Minor Works . . . .	51,69,546	3,23,017	2,25,412	87,605	2.76	72.88	187,375	2.25	1.71
<b>TOTAL UNITED PROVINCES</b>	9,20,62,454	29,21,637	26,90,746	2,21,096	6.25	36.45	2,443,555	4.06	1.48
<b>PUNJAB.</b>									
Productive . . . . .	10,84,61,668	1,63,14,594	43,22,572	1,17,91,921	11.39	26.08	4,473,814	3.71	1.09
Minor Works . . . .	13,01,719	4,73,998	3,00,679	1,04,129	7.49	78.02	225,067	2.01	1.57
<b>TOTAL PUNJAB</b>	10,47,22,807	1,70,66,492	51,92,852	1,18,96,050	11.25	30.88	4,708,901	2.62	1.10
<b>NORTH-WEST FRONTIER PROVINCE.</b>									
Protective . . . . .	41,66,262	5,29,928	88,813	4,40,815	10.58	18.77	173,772	3.05	.81
Minor Works . . . .	4,78,733	1,46,984	37,120	1,09,864	22.95	25.23	...	...	...
<b>TOTAL NORTH-WEST FRONTIER PROVINCE</b>	46,44,995	6,76,912	1,25,933	5,50,679	11.85	18.61	173,772	3.80	.72
<b>MADRAS.</b>									
Productive . . . . .	6,97,50,233	53,59,329	18,92,766	44,66,463	9.37	22.84	2,943,554	2.93	.66
Protective . . . . .	43,97,366	1,02,394	72,701	29,993	.61	70.66	92,309	1.11	.78
Minor Works . . . .	1,04,68,043	10,76,014	3,36,994	7,39,020	7.04	31.32	584,081	1.84	.59
<b>TOTAL MADRAS</b>	8,51,69,641	65,37,737	22,02,461	43,35,376	8.49	24.14	3,629,944	2.71	.65
<b>BOMBAY.</b>									
Productive . . . . .	3,51,29,737	23,18,332	9,70,654	13,47,578	3.84	41.87	1,094,866	2.72	.89
Protective . . . . .	99,99,290	2,47,639	73,260	1,74,379	1.83	29.56	39,392	6.29	1.66
Minor Works . . . .	1,17,24,376	13,10,482	4,29,070	8,81,412	7.48	32.74	592,787	1.57	.52
<b>TOTAL BOMBAY</b>	5,62,18,393	26,76,453	14,72,984	24,06,369	4.27	38.00	1,667,045	1.97	.76
<b>GRAND TOTAL</b>	42,10,93,528	4,45,06,772	1,41,67,556	3,03,39,216	7.20	31.63	14,686,188	3.16	1.01



## Statement showing the Financial results, as affecting the general tax-payer, etc.--contd.

	To end of 1901-1902.	1902-1903.	To end of 1902-1903.
MINOR WORKS AND NAVIGATION.	Rs.	Rs.	Rs.
(1) WORKS FOR WHICH CAPITAL AND REVENUE ACCOUNTS ARE KEPT.			
Revenue—			
Receipts in the Public Works Department	4,62,90,947	12,87,987	4,75,78,934
Receipts in the Civil Department (including share of Land Revenue), less collection charges	8,76,09,964	38,44,880	9,12,54,844
TOTAL REVENUE	13,39,00,911	49,32,867	13,88,33,778
Charges—			
Capital outlay, excluding outlay shown against Protective and Productive Works	5,26,04,762	15,01,229	5,41,05,991
Working expenses	5,87,20,419	18,39,137	6,05,59,596
TOTAL CHARGES	11,13,25,181	33,40,366	11,46,65,587
Gain, excluding indirect charges	+2,25,75,720	15,92,471	2,41,63,191
Indirect charges { Pertaining to Capital	26,59,999	52,248	27,12,247
Ditto Revenue	24,46,847	77,766	25,24,403
Gain, including indirect charges	+1,74,69,074	+14,62,467	+1,89,31,541
(2) WORKS FOR WHICH ONLY REVENUE ACCOUNTS ARE KEPT.			
Receipts in the Public Works Department	(a) 1,29,08,613	5,05,656	1,33,74,269
Receipts in the Civil Department (including share of Land Revenue), less collection charges	(b) 2,38,06,047	32,20,816	10,20,26,862
TOTAL REVENUE	11,18,74,660	37,26,471	11,54,01,131
Charges in the Public Works Department	5,34,59,790	30,46,697	5,64,86,487
Gain	+5,82,84,870	+6,79,774	+5,89,14,644
TOTAL GAIN ON MINOR WORKS AND NAVIGATION. { Excluding indirect charges	+8,08,10,590	+22,72,245	+8,30,82,835
{ Including ditto	+7,57,08,944	+21,42,241	+7,78,48,185

(a) In the case of projects in Bombay, the figures are from 1872-73 only. Figures for earlier years are not obtainable.  
 (b) In the case of projects in Bombay, the figures are from 1874-75 only.

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WHOLESALE AND RETAIL PRICES IN THE SECOND HALF OF  
JUNE 1904 OF:

RICE  
WHEAT AND FLOUR  
BARLEY  
JAWAR AND BAJRA  
RAGI  
KANKANI

MALES  
GRAM AND PULSES  
GHI  
SUGAR  
SALT  
TOBACCO

TURMERIC  
GRASS AND STRAW  
JAWAR STALKS  
BHURA  
SHEEP, GOATS, AND BULLOCKS

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

### WHOLESALE PRICES FOR THE SECOND HALF OF JUNE

Districts	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1908	1904	1908	1904	1908	1904	1908	1904	1908	1904	1908
Burma—												
Toungaymy—												
Mergui	...	...	33'44	33'32	...	...	...	...	...	...	...	...
Tavoy	...	...	35'18	35'58	55'65	55'68	...	...	...	...	...	...
Monlewin and Amherst	...	...										
Paga (delance)—												
Rangoon	...	...	20'78	22'22	27'12	30'19	...	...	...	...	...	...
Thongwa	...	...	31'68	31'68	...	...	...	...	...	...	...	...
Bassain	...	...	29'49	41'29	...	...	...	...	...	...	...	...
Paga (inland)—												
Hennada	...	...	24'19	37'65	...	...	...	...	...	...	...	...
Toungoo	...	...	26'89	24'97	...	...	...	...	...	...	...	...
Upper Burma—												
Mandalay	...	...	33'18	34'59	19'18	30'38	...	...	...	...	...	...
Bamo	...	...	...	...	...	...	...	...	...	...	...	...
Pakbiko	...	...	31'37	40'76	...	...	...	...	...	...	...	...
Arakan—												
Kyaukpyn	...	...	30'77	36'30	...	...	...	...	...	...	...	...
Akyab	...	...			...	...	...	...	...	...	...	...
Assam—												
Brahmaputra—												
Gauhati	12'5	15	27'5	30'62	...	...	...	...	...	...	...	...
Gauhati	...	...	27'5	31'25	...	...	...	...	...	...	...	...
Bengal—												
Eastern—												
Chittagong	...	...	31'28	30	...	...	...	...	...	...	...	...
Dacca	...	...	25	31'55	22'5	31'25	...	...	18'5	18'75	...	...
Deltic—												
Midnapur	...	...	36'97	36'25	...	...	...	...	...	...	...	...
Calcutta	...	...	40	40	30	30	...	...	28'75	28'75	28'5	28'75
Central—												
Bardwan	...	...	33'28	35	...	...	...	...	...	...	...	...
Pabna	...	...	33'75	31'72	20'62	22'66	...	...	...	...	...	...
Northern—												
Rangpur	...	...	31'08	32'5	33'59	26'25	...	...	...	...	...	...
Orissa—												
Cuttack	...	...	21'56	23'41	22'5	26'87	...	...	...	...	...	...
Bihar, south—												
Patna	...	...	21'57	26'25	20'63	21'87	...	...	15	15'81	15	15'37
Bihar, north—												
Bhagalpur	...	...	25'04	31'8	24'06	26'25	...	...	17'5	17'76	...	...
Muzaffarpur	...	...	25'78	27'5	25	27'5	...	...	15	18'66	...	...
United Provinces:												
(a) AGRA—												
Eastern—												
Banars	12'6	17'5	33'6	30'07	24'53	24'53	31'2	25'23	16'25	17'08	...	16'3
Central—												
Cawnpore	16'78	22'72	30'21	33'38	22'24	23'91	26'78	26'59	16'33	17'08	...	...
Jhansi	30	20	38'38	40	23'60	27'6	...	...	15'7	17'66	15'31	17'39
Western—												
Meerut	...	...	36'46 to 50	36'46	25'63	23'44	27'71	28'59	14'27	17'08	14'83	22'20
Agra	25	19'08	51'72	47'08	24'06	25'73	27'19	29'58	15'78	20'47	15'47	18'54
Submontane, west—												
Shahjahanpur	...	30	...	36'25	21'87	22'31	...	...	13'39	14'22	...	25
(b) OUDH—												
Southern—												
Lucknow	18'75	20'39	31'68	34'43	28'66	28'65	28'44	29'53	13'8	15'36	17'73	18'18
Northern—												
Fyzabad	17'5	20	37'5	40	29'91	29'44	...	...	15'36	17'34	...	...

\* The figures under "Rise, humped" represent the prices of common rice

(The figures state prices in rupees per ten maunds)

BAJRA		RAGI		MAIZE		GRAM		ARHAR DAL		GHI		Districts
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
												Burma—
												Tenasserim—
												Mergui
												Tavoy
												Monleim and Amherst
												Pegu (deltaic)—
												Bangoon
												Thongwa
												Bassein
												Pegu (inland)—
												Henzada
												Toungoo
												Upper Burma—
												Mandalay
												Bamo
												Pakokku
												Arahan—
												Kyaukpada
												Akyab
												Assam—
												Brahmaputra—
												Goalpara
												Gorhat
												Bengal—
												Eastern—
												Chittagong
												Dacca
												Deltaic—
												Midnapur
												Calcutta
												Central—
												Hardwar
												Punjab
												Northern—
												Rangpur
												Orissa—
												Cuttack
												Bihar, south—
												Patna
												Bihar, north—
												Bhagalpur
												Muzaffarpur
												United Provinces:
												(a) AGRA—
												Eastern—
												Benares
												Central—
												Cawnpore
												Jhansi
												Western—
												Meerut
												Agra
												Submontane, west—
												Shahjahanpur
												(b) OUDH—
												Southern—
												Lucknow
												Northern—
												Fyzabad

WHOLESALE PRICES FOR THE SECOND HALF OF JUNE -continued

Districts	SUGAR, RAW (Gur)		SALT		TOBACCO LEAF		TURMERIC		GRASS		STRAW	
	1904	1908	1904	1908	1904	1908	1904	1908	1904	1908	1904	1908
<b>Burma--</b>												
<b>Tenasserim--</b>												
Mergui	...	...	18.56	8.04	...	...	...	...	...	...	...	...
Tavoy	...	...	22.54	22.54	...	...	...	...	...	...	...	...
Moulmein and Amherst	...	...	18.77	18.77	...	...	...	...	...	...	...	...
<b>Pegu (deltaic)--</b>												
Rangoon	...	...	19.08	19.08	...	...	...	...	...	...	...	...
Thongwa	...	...	22.46	22.46	...	...	...	...	...	...	...	...
Bassein	...	...	22.61	22.61	...	...	...	...	...	...	...	...
<b>Pegu (inland)--</b>												
Bensada	...	...	21.26	21.26	...	...	...	...	...	...	...	...
Toungoo	...	...	24.24	24.81	...	...	...	...	...	...	...	...
<b>Upper Burma--</b>												
Mandalay	...	...	28.1	28.54	...	...	...	...	...	...	...	...
Hamo	...	...	24.71	24.71	...	...	...	...	...	...	...	...
Pakokko	...	...	...	...	...	...	...	...	...	...	...	...
<b>Arakan--</b>												
Synghpya	...	...	...	...	...	...	...	...	...	...	...	...
Akyab	...	...	21.05	28.30	...	...	...	...	...	...	...	...
<b>Assam--</b>												
<b>Brahmaputra--</b>												
Goalpara	...	48.75	...	...	...	...	...	...	...	...	...	...
Gauhati	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bengal--</b>												
<b>Eastern--</b>												
Chittagong	55	52.5	37.5	28.75	100	105	...	...	...	...	...	...
Dacca	58.12	50	29.37	35	70	80	...	...	2.5	2.5	...	...
<b>Deltaic--</b>												
Midnapur	45 to 51.25	50	28.75	31.25	50 and 80	65 and 92.5	...	...	...	...	6.87	12.5
Calcutta	45	48.5	27.5	26.25	80	80	...	...	11.25	10	7.5	7.5
<b>Central--</b>												
Bardwan	47.5	40	27.5	28.44	...	...	...	...	...	...	8.75	5.94
Patna	50	43.75	30.62	30.62	110	90	...	...	...	...	8.75	10
<b>Northern--</b>												
Rangpur	62.19	57.5	33.33	35	48.25	100	...	...	1.87	1.56	7.5	4.37
<b>Orissa--</b>												
Cuttack	40	41.25	35	24.37	42.5	41.25	...	...	4.69	5.31	4.37	4.37
<b>Bihar, south--</b>												
Patna	40	40	29.37	31.25	35	40	...	...	3.12	5	...	...
<b>Bihar, north--</b>												
Bhagalpur	47.5	35.25	28.91	29.37	45 to 90	38.75	...	...	...	...	...	...
Muzaffarpur	35	30.78	31.37	36.25	30	30	...	...	...	...	...	...
<b>United Provinces:</b>												
<b>(a) AGRA--</b>												
<b>Eastern--</b>												
Benares	43.48	38.67	...	...	...	...	...	...	...	...	...	...
<b>Central--</b>												
Cawnpore	40	42.08	...	...	50	55	70	51.25	...	...	...	...
Jhansi	51.28	50	...	...	...	...	57.19	57.19	...	...	...	...
<b>Western--</b>												
Meerut	...	...	...	...	...	...	...	...	...	...	...	...
Agra	40	38.07	...	...	80	123.97	45	48.75	5	8.75	5	6.01
<b>Submontane, west--</b>												
Rajahmundry	...	45	...	...	...	...	{ 55 and 60 }	{ 55 and 60 }	...	...	...	...
<b>(b) OUDH--</b>												
<b>Southern--</b>												
Lucknow	45	45	...	...	60	60	...	...	5	6.25	...	...
<b>Northern--</b>												
Hyabad	38.5	36.25	...	...	...	...	...	...	...	...	...	...



## WHOLESALE PRICES FOR THE SECOND HALF OF JUNE—continued

Districts	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Rajputana—</b>												
Eastern— Ajmer . . . . .	12 5	12 5	...	...	27 54	28 03	...	...	19 06	25	15 33	22 19
<b>Panjab—</b>												
Southern— Ferozepur . . . . .	18 06	20	44 27	44 27	20	22 19	20 72	20 10	12 97	12 75	12 75	17 34
Central— Lahore . . . . .	18 33	22 56	39 06	42 06	19 53	22 19	22 36	24 00	12 71	16 04	12 71	20 52
South-eastern— Delhi . . . . .	...	...	41 13	38 35	24 27	25 03	20 78	21 0	12 42	17 81	12 33	19 06
Submontane— Amritsar . . . . .	20 52	24 23	35 07	40	18 59	21 04	21 04	22 55	...	...	12 33	20 52
Northern— Rawalpindi . . . . .	21 04	22 19	50	53 55	22 06	22 31	25 02	22 30	12 34	12 37	14 52	12 13
Western— Multan . . . . .	18 72	20	28 54	30 78	22 19	26 07	20 83	23 23	15 01	12 06	14 79	21 04
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	42 44	37 21	22 12	22 06	...	...	...	...	12 26	...
Shikarpur . . . . .	...	...	37 21	39 37	22 59	27 19	...	...	...	...	12 28	...
Quetta . . . . .	...	...	...	...	25 to 28 44	22 31 to 24 37	57 5	57 5	12 13 to 12 37	24 06	15	22 19
<b>Bombay—</b>												
Deccan and Kanadiah— Dharwar . . . . .	...	...	...	...	...	22 07	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	12 33
Poona . . . . .	...	...	45 31	40 18	...	...	...	...	...	...	...	...
Kanadiah and N.E. Deccan— Ahmadnagar . . . . .	...	...	...	28 35	27 03	...	...	...	...	...	...	...
Dhulia . . . . .	...	...	...	...	21 37	26 00	...	...	...	...	12 26	...
Gujarat— Surat . . . . .	...	...	...	...	30 99	...	...	...	...	...	22 5	...
Ahmedabad . . . . .	...	...	26 25	...	25	...	...	...	...	...	12 12	...
<b>Central Provinces—(a)</b>												
Western— Nagpur . . . . .	...	...	28	26	24	30	22 25	40	...	...	20 62	20 63
Central— Jubbulpore . . . . .	22 75	...	27 5	23 25	22	25	27 5	20 75	...	...	...	76
Eastern— Raipur . . . . .	10	26	25	31	20 5	25 5	25	20 5	...	...	...	20
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	27	22 37	...	...	...	...	21	17 25
Akola . . . . .	...	...	30	75	28	41 02	40 5	20	...	...	20 5	20 81
Ellichpur . . . . .	...	...	47	61 5	23 25	40	44 37	47	...	...	25	21 19
Amroli . . . . .	...	...	24	47 5	26	27 5	24	40	...	...	20	21 25
<b>Madras—</b>												
South, central— Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	12 3	12 3
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central— Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	12 9	16 7
Chidambaram . . . . .	12 5	12 5	...	...	...	...	...	...	...	...	12 5	14 8
Karnal . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central— Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras . . . . .	21	21 5	24 8	26 1	...	...	...	...	...	...	...	...
Tanjore . . . . .	20 8	20 8	21 5	23 5	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern— Madura . . . . .	...	...	...	...	...	...	...	...	...	...	17 6	18 1
<b>Mysore—</b>												
Mysore . . . . .	17 25	22 69	21 00	26 55	22 25	22 19	45	45	...	...	22 25	15 5
Bangalore . . . . .	15 97	20 44	24 07	42 00	31 53	35 02	26 25	26 25	...	...	...	...

(a) The figures under "Rice, husked" represent the prices of cleaned rice or chawli.

(The figures state prices in rupees per ten maunds)

DAIRA		RAGI		MAISE		GRAM		ANNA DAI		GRI		Districts
1904	1905	1904	1905	1904	1905	1904	1905	1904	1905	1904	1905	
												Rajputana--
21-06	25			15-42	21-04	20	25			320	320	Eastern-- Ajmer
												Panjab--
14-04	12-75			11-41	15-94	14-87	18-12	40	40	325	315	Southern-- Ferozpur
15-68	22-35			16-61	17-92	18-91	18-12	37-24	37-19	323-44	308	Central-- Lahore
17-6	20			13-68	17-91	16-8	20	30-78	30-78	347-5	310	South-eastern-- Delhi
						13-93	17-03					Submontane-- Amritsar
18-41	20-94			14-53	19-08	15-49	19-79	24-89	33-12	304-79	278-12	Northern-- Rawalpindi
17-76	22-49			13-75	20	17-84	22-19			336-93	304-74	Western-- Multan
												Sind and Baluchistan--
20 15						20 16-25	24-53 22-5	45		352-5 340 310 to 340	311-25 200 to 335	Karachi Shikarpur Quetta
				21-13				40	42-5			Bombay--
												Dacca and Karnatak--
24-11	22-71								45-05			Dharwar Sholapur Poona
19-09 19-53	18-8 16-67					22-51 24-17					303-33	Khandesh and N.-E. Deccan-- Ahmadnagar Dhulia
24-11 21-97						24-84						Gujarat-- Surat Ahmedabad
												Central Provinces--
						22	24	28	44	300-62	350	Western-- Nagpur
						16-62	18	20-63	33-25	290	290	Central-- Jubbulpore
						16	25	31	35	275	250	Eastern-- Raipur
												Berar--
	24-17 25 22-5					23 25 23-75	31-35 23-58 27-5	33-25 33-25 29-25	43-75 44-44 40	371-35 320 300	304-75 250-87 330	Basim Akola Ellichpur Amravati
												Madras--
18-8	21			14-9	15-5	20-4	36-1	29-9		353-2 342-6	535 333-9	South, central-- Coimbatore Salem
18-8	15-5					25-1	39-4			254 263-2	317-4 263-2	Central-- Bellary Cuddalore Karnal
				18-6	14-9			20-4	23-8			East Coast, central-- Nellore
						26-5	23-8			312-7	339-2	East Coast, south-- Madras Tanjore Trichinopoly
22-7	25-5							22-5	26-7			Southern-- Madura
												Mysore--
				10-75 11-43	10-66 11-24	14-25 14-63	14-03 14-06	53-44 45-71	71-35 60-95	303-37 342-65	300-75 342-65	Mysore Bangalore

## WHOLESALE PRICES FOR THE SECOND HALF OF JUNE—concluded

Districts	SUGAR, RAW (Qtr)		SALT		TOBACCO LEAF		TURMERIC		GRASS		STRAW	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Rajputana—</b>												
Eastern—												
Ajmer	44-06	50	...	...	...	...	...	...	4-87	5	3-38	3-83
<b>Panjab—</b>												
Southern—												
Ferozpur	40	40	...	...	80	80	57-19	70-25	4-01	3-28	3-28	4-06
Central—												
Lahore	42-08	40-84	...	...	47-03	57-13	46-37	72-71	4-67	3-0	4-48	5-67
South-eastern—												
Delhi	38-8	...	...	...	61-56	61-56	64-67	66-67	3-92	4-67	5-78	5-83
Submontane—												
Amritsar	38-85	38-07	...	...	...	...	...	...	...	...	4-48	5-81
Northern—												
Rawalpindi	38-12	38-12	...	...	...	...	80	80	6-56	6-37	6-41	7-81
Western—												
Multan	45-68	48-28	...	...	80	80	80	80	4-43	6-67	3-18	5
<b>Sind and Baluchistan—</b>												
Karachi	...	...	...	...	...	...	...	...	...	...	...	...
Shikarpur	35-62	...	...	...	...	...	...	...	...	...	...	...
Quetta	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan and Karnatak—												
Dharwar	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur	...	...	...	...	...	...	...	...	...	...	...	...
Poona	...	...	...	...	...	...	...	...	...	...	...	...
Khandesh and N.E. Deccan—												
Ahmadnagar	...	...	...	...	...	...	...	...	...	...	...	...
Dhule	...	...	...	...	...	...	...	...	...	...	...	...
Coastal—												
Surat	...	...	...	...	...	...	...	...	...	...	...	...
Ahmedabad	60	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore	...	...	24	33-25	61-5	69-75	60-62	57	...	...	...	3-25
Eastern—												
Raipur	...	...	30	30	100	130	30	55	...	...	...	...
<b>Barar—</b>												
Besin	...	...	...	...	...	...	...	...	...	...	...	...
Akola	...	54-76	33-25	...	127-25	123-75	37-25	57	4	4	...	...
Ellichpur	...	61-54	34	...	133-25	165	81-5	61-5	10	10	...	...
Amravati	...	42-5	30	...	140	180	62-5	52-5	6	5	...	...
<b>Madras—</b>												
South, central—												
Coimbatore	44-8	38	...	...	...	...	44-8	...	...	...	...	...
Salem	...	...	...	...	102-7	119-8	35-1	30-8	...	...	3-9	6-9
Central—												
Bellary	31-3	27-7	...	...	...	...	...	...	...	...	...	...
Cuddapah	...	...	...	...	...	...	34-6	24-6	...	...	...	...
Karnul	...	...	...	...	40-4	49-4	41-1	22-9	...	...	...	...
East Coast, central—												
Nellore	...	...	...	...	...	...	...	...	...	...	2-9	2-9
East Coast, south—												
Madras	39-7	38-5	...	...	133-4	123-4	37-8	31-2	...	...	...	...
Tanjore	...	...	...	...	72	46-5	...	...	...	...	...	...
Trichinopoly	...	...	...	...	...	...	...	...	...	...	...	...
<b>Southern—</b>												
Madras	...	...	...	...	107-4	100-8	...	...	...	...	4-3	4-3
<b>Mysore—</b>												
Mysore	38-3	46-82	...	...	300-20	274-28	64	64	5	5	4	4
Bangalore	51-43	34-20	...	...	306-57	308-47	40-9	38-57	7-61	9-1	8-26	7-61

(The figures state prices in rupees per ten maunds)

JAWAR STALKS		RHUJA		SHEEP, PER SCORE		GOATS, PER SCORE		FLOCK BULLOCKS, PER PAIR		Districts
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
3-81	3-5	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmer
8-25	...	...	...	80	80	...	...	75	75	Panjab— Southern— Ferozepur
...	...	...	...	100	100	...	...	112-5	112-5	Central— Lahore
8-02	4-48	...	...	80	80	...	...	120	120	South-eastern— Delhi
...	...	...	...	...	...	...	...	...	...	Submontane— Amritsar
...	10	...	...	70	70	...	...	80	80	Northern— Rawalpindi
4-01	10	...	...	80	80	...	...	70	70	Western— Multan
...	...	...	...	...	...	...	...	...	...	Sind and Baluchistan— Karachi Shikarpur
...	...	6-50	9-37	40 to 140	40 to 140	...	...	...	...	Quetta
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan and Karnatak— Dharwar Sholapur Poona
...	...	...	...	...	...	...	...	...	...	Khandesh and N.-E. Deccan— Ahmadnagar Dhulia
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat Ahmadabad
...	...	...	...	80	80	...	...	100	100	Central Provinces— Western— Nagpur
...	...	...	...	55	50	...	...	25	20	Central— Jubbulpore
...	...	...	...	...	...	...	...	45	...	Eastern— Raipur
15 8 11	...	...	...	80 70 80 85	65 50 65	...	...	100 90 150 80	...	Berar— Basim Akola Ellenbpur Amratoti
1-6	1-2	...	...	75	75	75	75	50	50	Madras— South, central— Coimbatore Salem
3-4	2-7	...	...	80	80	80	80	100	100	Central— Bellary Guddachah Karnul
...	...	...	...	...	...	...	...	...	...	East Coast central— Nellore
...	...	...	...	58-75 80	57-5 80	58-75 80	57-5 80	...	...	East Coast, south— Madras Tanjore Trichinopoly
...	...	...	...	...	...	...	...	40	40	Southern— Madras
8-75	8-5	...	...	100	100	...	...	70 120 to 150	70 120 to 150	Mysore— Mysore Bangalore

J. A. ROBERTSON

Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta, August 5, 1904

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GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE SECOND HALF OF JUNE 1904 (*The figures*

Districts	WHEAT		BARLEY		RICE				JAWAR OR OHOLUM ( <i>Andropogon sorghum</i> )		BAJRA OR CUMBU ( <i>Pennisetum typhoides</i> )	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
<b>Burma—</b>												
Tenasserim—												
Mergui	...	...	...	...	12 12	12 12	13 11	13 11	...	...	...	...
Tavoy	...	...	...	...	9 12	9 12	10 8	10 8	...	...	...	...
Moulmein and Amberst	8 13	8 13	...	...	...	...	...	...	...	...	...	...
Pegu (deltaic)—					9 3	9 3	10 4	10 4	...	...	...	...
Pegu	...	...	...	...	16 4	16 4	17 12	17 12	...	...	...	...
Bangoon	18 12	18 12	...	...	10 11	10 11	11 9	11 9	...	...	...	...
Thongwa	...	...	...	...	10 8	10 8	12 14	12 14	...	...	...	...
Bassein	...	...	...	...	...	...	...	...	...	...	...	...
Pegu (inland)—					10 8	10 8	11 6	11 6	...	...	...	...
Tharawadi	...	...	...	...	10 6	10 6	12 13	12 13	...	...	...	...
Honsada	...	...	...	...	10 5	10 5	12 1	12 1	...	...	...	...
Prome	...	...	...	...	14 6	14 8	13 8	13 8	...	...	...	...
Toungoo	...	...	...	...	10 12	10 6	12 2	12 2	...	...	...	...
Thayathmyo	...	...	...	...	...	...	...	...	...	...	...	...
Upper Burma—					11 6	11 6	11 13	11 13	...	...	...	...
Mandalay	21 1	20 1	...	...	8 14	10 10	12 6	12 6	...	...	...	...
Bamo	...	...	...	...	10 10	10 10	11 15	11 15	...	...	...	...
Pakokku	...	...	...	...	12 8	12 8	14 —	14 8	24 6	25 2	...	...
Meiktila	...	...	...	...	...	...	...	...	...	...	...	...
Arahan—					15 9	15 9	19 1	19 1	...	...	...	...
Sandoway	...	...	...	...	9 8	11 8	10 7	12 8	...	...	...	...
Kyaukpada	...	...	...	...	11 —	12 —	12 —	13 —	...	...	...	...
Akyab	...	...	...	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
Burma—					5 —	5 —	17 8	15 —	...	...	...	...
Sylhet	8 8	8 14	...	...	11 6	11 6	16 13	16 —	...	...	...	...
Chabur	...	...	...	...	...	...	...	...	...	...	...	...
Hill tracts—					5 8	5 —	10 —	10 —	...	...	...	...
Khasi and Jaintia Hills	8 —	7 8	...	...	4 —	4 —	12 —	13 —	...	...	...	...
Garo Hills	...	...	...	...	27 —	27 —	32 —	31 —	...	...	...	...
Munipur	...	...	...	...	10 8	10 8	11 —	11 —	...	...	...	...
Naga Hills	...	...	...	...	5 —	5 —	8 —	8 —	...	...	...	...
Lushai Hills	...	...	...	...	...	...	...	...	...	...	...	...
Brahmaputra—					5 9	5 8	16 —	16 —	...	...	...	...
Goalpara	17 —	17 —	...	...	9 —	9 —	14 —	14 —	...	...	...	...
Kamrup	10 —	10 —	...	...	9 —	9 —	14 —	14 —	...	...	...	...
Darrang	10 —	10 —	...	...	8 —	8 —	13 —	13 —	...	...	...	...
Nowgong	...	...	...	...	6 8	6 8	14 —	14 —	...	...	...	...
Sibsagar	...	...	...	...	6 4	6 8	13 —	13 —	...	...	...	...
Lakhimpur	9 —	9 8	...	...	...	...	...	...	...	...	...	...
<b>Bengal—</b>												
Bardhaman—					...	...	13 8	13 8	...	...	...	...
Backerganj	...	...	...	...	...	...	14 7	13 11	...	...	...	...
Noakhali	...	...	...	...	...	...	13 —	14 4	...	...	...	...
Chittagong	...	...	...	...	...	...	13 13	13 —	...	...	...	...
Tippore	...	...	...	...	...	...	16 —	15 8	...	...	...	...
Dacca	16 —	16 —	20 —	20 —	...	...	14 —	14 —	...	...	...	...
Maimansingh	13 —	13 —	11 —	11 —	...	...	14 —	14 —	...	...	...	...
Dakshin—					...	...	16 —	15 —	...	...	...	...
Khulna	...	...	...	...	...	...	13 —	13 8	...	...	...	...
24-Parganas	...	...	...	...	...	...	14 8	14 8	...	...	...	...
Midnapur	12 —	12 —	...	...	...	...	11 8	12 —	...	...	...	...
Howrah	...	13 —	...	16 —	...	...	9 10	9 10	17 —	17 —	14 —	14 —
Calcutta	12 4	11 —	16 —	16 —	...	...	10 —	10 —	...	...	...	...
Hoochly	12 —	12 —	...	...	...	...	11 8	11 8	...	...	...	...
Nadia (Krishnagar)	14 8	16 4	...	20 —	...	...	...	...	...	...	...	...
Jessore	11 8	11 8	1 4	12 4	...	...	14 —	14 —	...	...	...	...
Faridpur	18 4	18 12	25 —	24 —	...	...	15 5	14 —	...	...	...	...

state the number of aers (of 80 tolas) and chittacks sold for one rupee)

MAHUA OR BAGI ( <i>Eleusine coracana</i> )		KANGNI OR KATUN, ITALIAN MILLET ( <i>Setaria italica</i> )		GRAM, CHHUNA, CHOLA, KADALAT, OR SUNAGA ( <i>Oryza aristivum</i> )		MAIZE ( <i>Zea Mays</i> )		ARHAR OR THUR, CADIAN PNA ( <i>Cajanus indicus</i> )		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	...	...	...	...	...	...	...	...	18 14	18 14	Burma—
...	...	...	...	...	...	...	...	...	...	15 15	15 15	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 9	7 9	16 4	16 4	Mergui
...	...	...	...	...	...	...	...	...	...	...	...	Tarvy
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst
...	...	...	...	9 5	9 5	...	...	8 8	8 8	17 —	17 —	Pegu (deltaic)—
...	...	...	...	15 12	15 12	...	...	14 12	14 12	15 12	15 12	Pegu
...	...	...	...	...	...	...	...	...	...	12 8	12 8	Rangoon
...	...	...	...	10 11	10 11	...	...	...	...	15 1	15 1	Thongwa
...	...	...	...	...	...	...	...	...	...	...	...	Bassein
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	9 14	9 14	...	...	8 2	8 2	15 2	15 2	Tharawadi
...	...	...	...	14 14	14 14	...	...	8 2	8 2	16 2	16 2	Hentada
...	...	...	...	10 8	10 8	...	...	...	...	10 15	10 15	Prome
...	...	...	...	16 —	16 4	...	...	8 10	8 8	14 8	14 8	Toungoo
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmya
...	...	...	...	15 8	15 8	25 9	35 9	8 3	8 8	14 8	16 10	Upper Burma—
...	...	...	...	7 1	6 8	...	...	7 1	7 1	14 3	12 6	Mandalay
...	...	...	...	17 2	17 2	...	...	8 2	8 2	14 8	14 8	Bamo
...	...	...	...	15 —	15 —	16 —	16 8	8 —	8 —	17 —	17 —	Pakokku
...	...	...	...	...	...	...	...	...	...	...	...	Mektila
...	...	...	...	...	...	...	...	...	...	15 4	15 4	Arahan—
...	...	...	...	...	...	...	...	...	...	21 —	21 —	Sandoway
...	...	...	...	10 —	10 —	...	...	7 —	7 —	16 —	16 —	Kyaukpada
...	...	...	...	...	...	...	...	...	...	...	...	Akyab
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	14 —	13 —	...	...	10 8	10 —	12 8	13 —	Burma—
...	...	...	...	12 13	12 4	...	...	10 —	9 2	12 5	12 13	Sylhet
...	...	...	...	...	...	...	...	...	...	...	...	Cachar
...	...	...	...	10 —	8 —	12 —	12 —	8 —	8 —	8 —	8 —	Hill tracts—
...	...	...	...	8 —	8 —	...	...	8 —	8 —	8 —	8 —	Khasi and Jaintia Hills
...	...	...	...	...	...	...	...	5 4	5 4	4 8	4 12	Garo Hills
...	...	...	...	...	...	...	...	5 8	5 8	5 8	5 8	Manipur
...	...	...	...	8 —	8 —	...	...	5 4	5 4	6 8	6 8	Naga Hills
...	...	...	...	...	...	...	...	...	...	...	...	Lushai Hills
...	...	...	...	14 —	14 —	...	...	11 —	11 —	12 —	12 —	Brahmaputra—
...	...	...	...	13 —	13 —	...	...	10 —	10 —	11 —	11 —	Goalpara
...	...	...	...	12 —	12 —	...	...	10 —	10 —	11 —	11 —	Kamrup
...	...	...	...	11 —	11 —	...	...	9 —	9 —	11 —	11 —	Darrang
...	...	...	...	11 —	11 8	...	...	9 2	10 —	10 8	10 —	Sowgong
...	...	...	...	13 —	13 —	...	...	9 —	9 —	10 —	10 —	Sibsagar
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur
...	...	...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	13 8	13 8	...	...	...	...	13 —	13 —	Eastern—
...	...	...	...	10 10	11 —	...	...	...	...	12 12	10 12	Bacherganj
...	...	...	...	12 —	12 —	...	...	9 8	9 8	13 —	13 —	Noakhali
...	...	...	...	...	...	...	...	...	...	10 10	10 10	Chittagong
...	...	...	...	15 —	15 —	...	...	16 —	16 —	13 —	13 —	Tippora
...	...	...	...	15 4	15 4	...	...	10 8	10 8	12 12	12 12	Dacca
...	...	...	...	...	...	...	...	...	...	...	...	Maimansingh
...	...	...	...	16 16	16 13	...	...	10 10	10 10	13 5	13 5	Deltaic—
...	...	...	...	16 —	16 —	...	...	12 —	12 —	12 3	12 —	Khulna
...	...	...	...	14 —	14 —	...	...	11 8	11 8	11 8	11 8	24-Parganas
...	...	...	...	16 —	16 —	...	...	13 —	13 —	13 —	13 —	Midnapur
...	...	...	...	17 —	17 —	...	...	13 —	13 —	13 —	13 —	Howrah
...	...	...	...	18 5	18 —	...	...	6 10	9 6	11 —	11 —	Calcutta
...	...	...	...	18 8	18 8	...	...	11 —	11 —	13 —	13 —	Huguly
...	...	...	...	10 —	20 —	...	...	10 10	11 —	13 4	13 —	Nadia (Krishnagar)
...	...	...	...	16 —	16 —	...	...	16 —	16 —	12 —	12 —	Jessore
...	...	...	...	11 14	12 —	...	...	10 —	11 —	12 —	12 —	Faridpur

## RETAIL PRICES FOR THE SECOND HALF OF JUNE 1904—continued (The figures

Districts	WHEAT		BARLEY		RICE				JAWAR OR CHOTUM ( <i>Andropogon sorghum</i> )		BAJRA OR CHUMBU ( <i>Pennisetum typhoides</i> )	
					Best sort		Common					
	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month
<b>Bengal—continued</b>												
Central—												
Bankura	15 —	16 —	—	—	—	—	12 8	14 —	—	—	—	—
Bardwan	15 8	15 8	—	—	—	—	12 —	12 8	—	—	—	—
Birbhum	15 —	15 —	—	—	—	—	12 8	12 8	—	—	—	—
Murshidabad	15 —	15 —	24 —	24 —	—	—	12 —	12 —	—	—	—	—
South Parganas	18 —	18 —	18 —	18 —	—	—	12 —	12 —	—	—	—	—
Patna	16 12	16 12	24 —	24 —	—	—	16 8	16 8	—	—	—	—
Bogra	14 1	14 1	—	—	—	—	15 12	15 12	—	—	—	—
Rajshahi	17 13	17 13	27 —	27 —	—	—	12 14	12 14	—	—	—	—
Malda	17 —	18 —	—	—	—	—	12 —	12 —	—	—	—	—
Northern—												
Bangpur	11 —	11 4	—	—	—	—	11 8	11 4	—	—	—	—
Dinajpur	13 4	13 4	—	—	—	—	14 —	14 —	—	—	—	—
Jalpaiguri	11 8	11 8	—	—	—	—	12 —	12 —	—	—	—	—
Hills—												
Darjeeling	—	—	—	—	—	—	12 —	12 —	—	—	—	—
Orissa—												
Cuttack	13 2	13 2	—	—	—	—	17 1	17 1	—	—	—	—
Outback	17 1	17 1	—	—	—	—	17 11	17 11	—	—	—	—
Balansore	13 —	11 8	—	—	—	—	13 —	13 —	—	—	—	—
Chota Nagpur—												
Singbhum	12 —	12 —	—	—	—	—	14 8	15 —	—	—	—	—
Manbhum	14 —	18 —	20 —	24 —	—	—	12 6	12 4	24 —	24 —	—	—
Banchi	8 12 to 18 8	8 12 to 18 8	16 —	16 —	—	—	13 —	13 —	—	—	—	—
Palamau	17 7	16 14	23 10	—	—	—	12 15	12 10	—	—	—	—
Hazribagh	18 8	18 8	17 8	17 8	—	—	12 8	12 —	—	—	—	—
Bihar, south—												
Monghyr	18 14	19 —	29 —	29 —	—	—	12 —	13 —	—	—	—	—
Gaya	17 15	18 4	26 10	25 10	—	—	13 1	12 13	22 9	21 10	—	—
Patna	19 —	19 —	26 —	27 —	—	—	16 —	16 —	27 —	27 —	—	—
Shahabad	18 —	18 — to 19 —	24 —	25 —	—	—	15 —	15 —	—	—	—	—
Bihar, north—												
Patna	19 —	17 —	—	—	—	—	15 —	15 —	—	—	—	—
Bhagalpur	16 8	16 8	22 12	23 —	—	—	15 4	12 14	—	—	—	—
Darbhanga	17 9	18 11	27 8	27 8	—	—	16 —	15 12	—	—	—	—
Muzaffarpur	15 —	15 —	25 —	25 —	—	—	15 —	15 —	—	—	—	—
Siwan	17 —	17 —	23 —	23 —	—	—	16 —	16 —	—	—	—	—
Champaran	13 —	13 —	31 —	32 —	—	—	17 —	17 —	—	—	—	—
<b>United Provinces:</b>												
(a) Agra—												
Eastern—												
Mirzapur	17 8	16 —	22 —	22 —	6 —	6 —	12 —	12 —	23 —	23 —	23 —	23 —
Benares	15 7	15 11	23 5	23 —	6 14	5 14	11 11	11 11	23 8	23 5	23 5	23 14
Ghazipur	17 —	17 1	25 10	25 6	7 4	7 4	12 10	12 —	—	—	23 12	23 12
Jaunpur	16 8	15 8	24 —	24 —	6 —	6 —	11 —	11 —	—	—	—	—
Allahabad	16 8	16 8	24 8	24 8	6 —	6 —	11 —	11 —	25 —	25 —	25 —	25 —
Central—												
Banda	19 8	19 8	27 —	27 —	9 8	9 8	12 —	12 —	26 —	26 —	26 —	26 —
Katihar	17 8	18 —	23 —	23 —	10 —	10 —	12 —	12 —	—	—	—	—
Hamirpur	18 6	18 6	25 4	25 6	6 8	6 8	10 —	10 —	25 4	25 4	25 4	25 4
Jaloun	23 —	23 —	28 —	28 —	7 —	7 —	9 —	9 —	28 —	28 —	28 —	28 —
Cawnpore	17 8	18 —	25 8	25 —	—	—	12 —	12 —	26 8	27 —	27 8	27 —
Jhansi	16 12	18 13	23 —	23 —	10 8	10 8	12 —	12 —	25 —	27 —	—	—
Etawah	18 4	18 —	24 —	24 8	5 —	5 —	11 —	11 8	26 8	26 8	25 8	25 8
Farrukhabad	19 6	19 12	27 4	28 10	5 7	5 7	10 15	10 15	24 8	24 8	—	—
Meerut	19 12	19 12	27 8	27 8	—	—	12 8	12 8	—	—	—	—
Etah	19 8	19 8	27 —	26 —	5 —	5 —	—	—	—	—	—	—
Western—												
Meerut	17 —	16 8	27 —	27 —	4 —	4 —	11 —	11 —	23 —	23 —	22 —	22 —
Agra	16 4	16 8	25 —	25 —	7 4	7 8	12 13	12 —	25 8	25 —	24 —	24 —
Muttra	18 4	18 12	26 —	26 —	7 —	7 —	11 —	11 —	25 —	25 —	25 —	25 —
Aligarh	18 8	18 8	24 —	24 —	5 —	5 —	—	—	24 —	24 —	24 —	24 —
Bulandshahr	18 4	18 —	26 —	26 —	5 8	5 8	8 8	8 8	24 —	24 —	24 —	24 —
Submontane, east—												
Balla	17 —	16 8	24 —	24 4	6 8	6 8	11 4	11 4	19 8	20 —	19 —	19 4
Azamgarh	16 12	16 12	24 2	24 12	8 8	8 8	12 12	12 12	—	—	—	—
Gorakhpur	16 4	16 —	27 —	27 —	12 8	12 11	15 4	15 4	—	—	—	—
Basti	17 4	17 —	28 —	28 —	9 4	9 4	12 —	12 —	24 —	24 8	—	—

state the number of sera (of 80 tolas) and chittacks sold for one rupee)

MAHUA OR RAGI (Eleusine coracana)		KANGNI OR KAKUN, ITALIAN MILLET (Setaria italica)*		GRAM, OHENNA, OHOLA, KADALAY, OR SUNAGA (Cicer aristinum)		MAIZE (Zea Mays)		ARHAR OR THUR, CADJAN PNA (Cajanus indicus)		SALT		Districts
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	...	...	19 —	18 —	...	...	13 8	13 8	14 —	13 8	Bengal—continued
...	...	...	...	18 8	18 8	...	...	13 —	13 —	14 8	14 8	Central—
...	...	...	...	17 4	17 4	...	...	18 —	18 —	12 —	12 —	Bankura
...	...	...	...	20 —	20 —	...	...	15 —	15 —	12 —	12 —	Bardwan
...	...	...	...	15 —	15 8	20 —	21 —	20 —	21 —	11 —	11 8	Birbhum
...	...	...	...	19 —	19 —	...	...	12 —	12 —	12 12	12 12	Murshidabad
...	...	...	...	18 8	18 8	...	...	17 4	17 4	12 12	12 12	Saughal Parganas
...	...	...	...	...	...	...	...	...	...	...	...	Pabna
...	...	...	...	...	...	...	...	...	...	...	...	Bogra
...	...	...	...	21 —	21 —	...	...	13 8	13 8	12 12	12 12	Bajabahi
...	...	...	...	22 —	24 —	...	...	13 —	13 —	12 —	12 —	Malda
...	...	...	...	15 12	15 12	...	...	10 8	10 8	12 1	12 1	Northern—
...	...	...	...	16 —	16 8	...	...	12 —	12 —	13 4	13 4	Bangpur
...	...	...	...	14 —	14 —	...	...	9 —	9 —	12 —	12 —	Dinajpur
...	...	...	...	...	...	...	...	...	...	...	...	Jalpaiguri
13 —	13 —	...	...	12 12	12 8	20 —	20 —	6 8	6 —	10 —	10 —	Hills—
...	...	...	...	17 1	17 1	...	...	10 8	11 2	15 —	15 8	Darjeeling
...	...	...	...	18 6*	18 6*	...	...	13 8	13 8	15 —	15 —	Orissa—
...	...	...	...	13 —	14 —	...	...	10 —	10 —	13 —	13 —	Puri
...	...	...	...	18 —	18 —	...	...	10 —	10 —	11 —	11 —	Cuttack
...	...	...	...	16 —	16 —	20 —	24 —	12 8	12 —	12 —	12 —	Balasore
38 —	35 —	...	...	15 —	14 8	24 —	25 —	8 8	8 8	11 —	10 8	Chota Nagpur—
36 —	35 8	...	...	20 13	20 4	20 4	...	12 8	11 2	13 6	11 13	Singbhum
...	...	...	...	16 —	15 8	19 8	19 8	10 8	10 8	10 —	10 8	Mandbham
...	...	...	...	22 —	21 —	...	...	16 —	14 —	12 8	...	Ranchi
...	...	...	...	...	21 8	21 —	22 8	14 8	15 14	12 15	12 15	Palamanu
...	...	21 —	22 —	22 —	23 —	27 —	28 —	15 —	16 —	13 —	13 —	Hazribagh
...	...	...	...	22 —	23 —	...	...	15 —	16 —	13 —	13 —	Bihar, south—
...	...	...	...	10 —	18 —	...	22 —	12 —	11 —	11 —	11 —	Munghyr
...	...	...	...	20 4	20 4	21 12	20 4	15 4	16 —	12 8	12 8	Gaya
38 10	37 8	...	...	23 2	23 1	23 —	27 8	17 10	17 10	13 4	13 4	Patna
26 —	25 —	...	...	21 —	21 —	28 —	28 —	15 —	15 —	12 4	12 4	Shahabad
...	...	...	...	20 —	21 —	26 —	28 —	16 —	16 —	12 12	13 —	Bihar, north—
36 —	35 —	...	...	26 —	26 —	31 —	31 —	24 8	26 8	12 8	12 8	Purnea
...	...	...	...	...	...	...	...	...	...	...	...	Bhagalpur
...	...	...	...	...	...	...	...	...	...	...	...	Darbhanga
...	...	...	...	...	...	...	...	...	...	...	...	Muzaffarpur
...	...	...	...	...	...	...	...	...	...	...	...	Saran
...	...	...	...	...	...	...	...	...	...	...	...	Champaran
...	...	...	...	...	...	...	...	...	...	...	...	United Provinces
...	...	15 —	16 —	20 —	21 —	...	25 —	16 —	22 —	12 —	12 —	(a) Agra—
...	...	21 13	21 6	21 11	22 4	24 8	25 4	12 13†	12 13†	12 5	11 5	Bastar—
...	...	14 4	14 4	23 —	23 12	...	...	14 8†	14 4†	11 2	11 2	Mirzapur
...	15 4	...	...	20 8	20 8	...	...	16 —	16 —	12 11	12 11	Benares
...	...	20 —	20 —	23 —	23 8	...	...	18 —	18 —	12 —	12 —	Ghazipur
...	...	...	...	...	...	...	...	...	...	...	...	Jaunpur
...	...	...	...	...	...	...	...	...	...	...	...	Allahabad
...	...	...	...	...	...	...	...	...	...	...	...	Central—
24 —	23 —	...	...	27 —	27 —	...	...	16 8	16 8†	12 8	12 8	Banda
...	...	...	...	23 —	23 —	...	...	17 —	17 —	12 —	12 —	Fatehpur
...	...	...	...	25 4	24 8	...	...	16 —	15 —	12 —	12 —	Hamirpur
12 —	12 —	...	...	27 —	27 —	...	...	14 —	14 —	11 —	11 —	Jaloun
...	...	18 —	18 —	21 8	21 8	...	...	17 4†	17 —	14 —	14 —	Oswapora
...	...	...	...	25 4	25 8	...	...	...	...	12 12	12 —	Jhansi
26 —	26 —	14 —	14 —	22 4	22 8	25 8	26 8	18 —	18 —	12 13	12 4	Etawah
...	...	...	...	20 1	19 1	...	...	13 10†	13 10†	12 10	12 10	Farukhabad
...	...	...	...	20 8	20 8	...	...	16 8†	16 8	12 8	12 8	Mainpuri
...	...	...	...	20 —	20 8	...	...	14 —	14 —	12 8	12 —	Kash
...	...	...	...	...	...	...	...	...	...	...	...	Western—
...	...	...	...	22 —	22 —	30 —	30 —	15 —	15 —	12 —	12 —	Meerut
...	...	...	...	22 4	22 8	...	...	18 —	18 —	12 —	12 —	Agra
...	...	...	...	21 8	21 8	...	...	18 12†	18 —	14 —	14 —	Ajmer
...	...	18 2	15 —	20 8	20 8	27 —	28 —	16 —	15 —	13 4	13 8	Aligarh
...	...	19 —	16 —	22 —	21 —	28 —	28 —	15 —	15 —	12 4	12 4	Bulandshahr
...	...	...	...	...	...	...	...	...	...	...	...	Submontane, east—
...	...	11 —	11 4	23 —	23 4	24 8	24 8	15 8†	15 12†	11 2	11 —	Ballia
...	...	9 8	9 8	18 6	18 12	...	...	13 10	13 12	10 10	10 10	Assurgara
...	...	14 4	17 4	22 4	22 8	25 12	25 4	14 —	14 —	11 8	11 8	Churachpur
24 8	24 8	15 —	14 12	20 4	20 —	27 —	27 —	14 8†	14 8†	11 8	11 8	Bansi

\* Kailai

† Hipsked

## RETAIL PRICES FOR THE SECOND HALF OF JUNE 1904—continued (The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR OHOLUM ( <i>Andropogon sorghum</i> )		BARRA OR CUMBO ( <i>Pennisetum typhoides</i> )	
	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month
<b>United Provinces—continued</b>												
<b>(a) AGRI—continued</b>												
<b>Saharanpur, west—</b>												
Shahjahanpur	18 4	18 —	22 —	21 8	8 8	8 8	11 —	11 —	19 —	20 —	20 —	21 —
Budawn	19 12	19 4	20 8	20 8	5 —	5 —	10 —	10 —	26 —	26 —	26 —	26 —
Aligarh	18 12	18 12	22 12	22 12	5 —	5 —	11 4	11 4	22 8	22 4	22 8	22 8
Meerut	18 2	18 12	26 14	26 14	6 14	6 14	10 12	11 —	22 8	22 4	22 8	22 8
Meerut	18 8	18 14	30 12	31 12	5 —	5 —	11 8	11 8	22 8	22 4	22 8	22 8
Muzaffarnagar	19 —	19 —	32 —	32 —	4 8	4 8	11 8	11 8	24 12	25 5	25 5	25 14
Hajipur	17 5	18 5	29 11	30 10	9 14	9 14	11 —	11 —	21 8	21 8	21 8	21 8
Muzaffarnagar	18 12 1/2	18 12 1/2	29 8 1/2	29 8 1/2	4 5	4 5	9 11	9 11	21 8	21 8	21 8	21 8
Beharapur	16 —	16 8	26 —	26 —	5 —	5 —	9 —	9 —	20 —	20 —	25 —	25 —
Dabra-Dan	16 —	16 8	26 —	26 —	5 —	5 —	9 —	9 —	20 —	20 —	25 —	25 —
<b>Hills—</b>												
Naini Tal	13 —	13 —	16 —	16 —	4 —	4 —	8 —	8 —	—	—	13 —	13 —
Almora	16 —	16 8	20 —	20 —	4 8	4 8	11 8	11 8	—	—	—	—
Garhwal	12 —	12 8	16 —	16 —	5 —	5 —	7 8	7 8	—	—	—	—
<b>(b) OUPH—</b>												
<b>Southern—</b>												
Partabgarh	17 9	17 —	24 —	24 —	9 —	9 —	18 —	12 —	—	—	—	—
Partabgarh	17 4	17 4	23 —	23 —	9 —	9 —	12 4	12 4	—	—	—	—
Partabgarh	17 8	17 12	26 —	27 —	5 8	5 8	13 —	13 —	24 —	24 —	20 —	20 —
Rae-Bareilly	18 8	18 4	25 —	25 —	6 —	6 —	11 —	11 —	23 —	23 —	21 —	21 —
Unao	17 5	17 4	29 —	29 —	5 —	5 —	12 —	11 8	22 —	22 —	21 —	21 —
Lucknow	19 —	18 8	27 —	27 —	—	—	10 —	10 —	23 —	23 —	24 —	25 —
Hardoi	19 —	18 8	27 —	27 —	—	—	10 —	10 —	23 —	23 —	24 —	25 —
<b>Northern—</b>												
Fyzabad	16 12	16 8	26 —	26 —	—	—	10 —	10 —	13 —	17 —	—	—
Bareilly	16 —	16 —	24 —	24 —	8 —	8 —	10 —	10 —	—	—	—	—
Gonda	18 12	18 4	28 8	28 8	—	—	12 8	12 8	13 —	16 —	13 —	13 —
Bahraich	20 —	19 8	35 —	37 —	7 —	7 —	13 4	13 8	13 —	14 —	24 —	24 —
Sitapur	18 6	19 —	30 —	30 —	5 —	5 —	10 —	10 —	23 —	24 —	20 —	21 —
Kheri	16 12	16 —	34 —	35 —	6 —	6 —	13 —	11 8	25 —	10 —	22 —	22 —
<b>Rajputana—</b>												
<b>Eastern—</b>												
Partabgarh	14 4	14 7	31 12	31 12	5 5	5 5	9 11	9 11	30 12	31 2	—	—
Banswara	21 —	21 —	30 —	30 —	6 —	6 —	12 —	12 —	—	—	—	—
Meer (Udaipur)	16 18	16 9	26 12	26 7	7 8	7 1	8 —	7 14	27 8	31 10	16 —	16 9
Hilly Tracts of (Dungarpur)	19 8	19 —	45 8	45 —	8 —	8 —	13 8	13 —	—	—	—	—
Sirohi	17 8	17 —	24 —	24 —	5 12	5 12	7 4	7 8	20 —	17 —	13 —	13 —
Eripura	15 12	15 8	24 —	24 —	6 —	6 —	8 —	8 —	24 —	24 —	20 —	20 —
Ajmer	14 8	14 12	21 —	21 —	6 8	6 8	8 1/2	8 1/2	26 —	26 —	19 —	19 —
Abu	13 14	13 15	19 12	19 12	6 5	6 5	8 8	8 8	19 12	19 12	17 12	17 12
Kishangarh	15 8	16 8	21 8	22 —	7 —	7 —	10 —	10 —	24 8	25 8	23 —	23 8
Bundi	15 —	15 8	22 8	22 7	8 —	7 11	10 —	10 4	27 —	27 —	25 —	25 —
Kotah	15 —	15 —	22 8	22 8	8 —	8 —	10 —	10 —	29 8	32 —	18 8	20 —
Jhalawar	16 —	16 14	26 —	26 4	6 10	6 10	8 14	8 14	28 —	24 4	23 8	22 —
Tonk	16 —	17 14	26 —	27 2	—	4 12	—	5 15	—	33 —	—	33 —
Jaipur	16 4	16 8	23 —	23 15	5 12	5 12	6 15	6 15	27 8	27 14	22 4	22 11
Karauli	17 8	17 8	23 12	23 12	10 5	10 5	11 4	11 4	28 12	28 12	25 —	25 —
Dholpur	18 1	18 8	25 4	25 4	8 —	8 8	9 —	9 —	28 4	28 4	27 —	27 15
Bharatpur	18 6	18 8	25 8	25 8	5 —	5 —	7 —	7 —	28 4	28 4	27 —	27 15
Alwar	18 8	18 8	21 8	21 18	8 —	8 —	6 7	6 7	28 8	28 8	23 13	23 —
Deoli	17 8	17 4	26 4	26 8	5 —	5 —	6 —	6 —	28 8	28 8	23 —	23 —
Deoli	16 —	16 —	—	—	8 —	8 —	9 —	9 —	26 —	26 —	20 —	20 —
Bikaner	15 —	15 —	—	—	6 —	6 —	8 8	8 8	20 —	21 —	15 1	15 1
Andra	14 12	14 13	—	—	6 8	6 8	8 8	8 8	—	—	13 —	13 —
Shahpura	15 8	15 8	—	28 4	—	8 —	—	9 —	—	39 —	—	25 —
<b>Western—</b>												
Jodhpur	14 5	14 9	18 12	19 6	6 4	6 4	7 8	7 8	10 15	20 5	15 —	15 8
Jaisalmer	15 1	15 2	—	—	—	—	—	—	—	—	15 15	15 15
Bikaner	18 8	18 13	23 —	23 8	6 15	7 —	9 12	9 14	17 12	18 2	16 8	16 11
Bikaner	14 12	14 4	23 —	23 8	8 4	8 4	7 —	7 —	—	—	17 —	17 —
<b>Central India—</b>												
Indore	12 —	12 4	22 —	22 —	7 —	7 —	8 —	8 —	21 —	20 8	18 —	18 —
Nimach	14 8	14 8	22 —	22 —	8 —	8 —	8 8	8 8	32 —	32 —	16 —	16 —
Gwalior	14 1 1/2	14 9	22 —	22 2	7 5	7 5 1/2	8 15	8 15 1/2	27 7	28 6	23 8 1/2	24 8
<b>Panjab—</b>												
<b>Southern—</b>												
Barnala	18 —	18 —	29 —	31 —	—	—	12 —	12 —	26 —	26 —	23 —	23 —
Ferozepur	19 —	19 —	30 —	30 —	—	—	8 —	8 —	28 —	28 —	26 —	26 —
<b>Central—</b>												
Lahore	19 8	19 8	30 8	30 8	—	—	9 12	9 8	30 8	30 8	24 8	24 8
Gujranwala	20 —	19 13	32 8	31 8	—	—	10 8	10 8	32 8	32 8	26 8	26 8
Amritsar	22 —	21 —	30 —	30 —	—	—	11 8	11 8	33 —	33 —	24 —	24 —
Jhelum	19 —	20 —	27 —	26 —	—	—	10 —	10 —	30 —	30 —	25 —	25 —

state the number of sera (of 30 tolas) and chittacks sold for one rupee:

MAHUA OR BAGI (Eleusine coracana)		KANKONI OR KAKUN, ITALIAN MILLET (Setaria italica)		GRAM, OHMMNA, CHOLA, KADALAT, OR BUNAGA (Cicer aristinum)		MAIZE (Zea Mays)		ARHAR OR TURU, CADJAN PNA (Cajanus indicus)		SALT		Districts
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	...	...	19 4	19 —	30 —	30 —	14 —	14 —	11 —	11 —	United Provinces—continued (a) AGRA—continued Submontane, west—
...	...	12 —	14 —	19 12	19 12	25 —	25 —	17 —	17 —	12 —	12 8	
...	...	...	...	20 12	20 12	28 —	28 —	15 8	15 8	12 —	12 8	Shahjahanpur
...	...	17 8	17 8	21 4	21 7	32 8	32 8	18 12	18 12	13 2	13 2	Budaun
...	...	...	13 4	21 8	20 12	...	34 12	18 —	16 4	13 2	13 2	Pilibhit
18 —	18 —	...	...	23 8	23 8	...	...	13 8	13 8	12 —	12 —	Baroli
26 14	26 14	25 10	25 10	23 10	24 8	24 8	36 5	8 18	8 13	12 10	12 15	Moradabad
24 —	24 —	...	...	25 34	25 84	29 —	30 —	12 6	12 16	12 6	13 64	Bijnor
...	...	...	...	21 —	22 —	25 —	25 —	...	...	12 —	12 —	Muzaffarnagar
...	...	...	...	15 8	15 8	16 —	16 —	10 —	10 —	8 —	8 —	Sehampur
24 —	21 —	...	...	14 —	14 —	...	...	11 —	10 —	9 8	9 8	Dehra-Dun
20 —	20 —	20 —	20 —	9 —	9 —	...	...	7 —	7 —	8 —	8 —	Hills—
...	...	...	...	...	...	...	...	...	...	...	...	Naini Tal
...	...	...	...	...	...	...	...	...	...	...	...	Almora
...	...	...	...	...	...	...	...	...	...	...	...	Garhwal
...	...	...	...	22 —	23 —	...	...	16 —	15 —	12 —	12 8	(b) OUDH— Southern—
...	...	...	...	21 12	21 12	...	...	14 —	14 —	12 —	12 —	
25 —	25 —	16 —	16 —	20 —	21 —	21 —	21 —	16 —	16 —	13 —	13 —	Partabgarh
...	...	16 —	16 —	21 8	21 8	25 —	25 —	17 —	17 —	11 —	11 —	Solapur
...	...	16 —	16 —	21 —	21 —	25 —	25 —	14 —	14 —	12 8	12 8	Rae-Barrell
26 —	26 —	18 —	20 —	20 —	19 8	25 —	25 —	14 —	14 —	12 —	12 —	Unao
...	...	...	...	...	...	...	...	...	...	...	...	Lucknow
...	...	...	...	...	...	...	...	...	...	...	...	Hardoi
...	...	19 —	19 —	21 12	21 12	...	...	15 —	15 —	12 8	12 8	Northern—
...	...	...	...	19 —	19 —	...	...	13 8	13 8	13 —	13 —	
25 —	25 —	18 —	18 —	22 12	23 4	25 8	25 —	13 8	13 8	11 —	11 —	Fyzabad
...	...	18 —	17 —	25 8	25 8	32 —	32 —	17 —	17 —	12 8	12 8	Barabanki
24 —	24 —	19 —	20 —	25 —	25 —	34 —	34 —	15 —	15 —	12 8	12 8	Gonda
22 —	22 —	19 —	19 —	25 —	25 —	34 —	34 —	15 —	15 —	12 8	12 8	Bahraich
...	...	...	...	...	...	...	...	...	...	...	...	Sitapur
...	...	...	...	...	...	...	...	...	...	...	...	Khari
...	...	...	...	29 1	30 12	35 2	39 12	7 12	7 12	12 9	12 4	Rajputana— Eastern—
...	...	...	...	41 —	41 —	46 —	46 —	...	18 8	10 —	11 8	
...	...	16 12	16 9	23 10	23 5	30 8	32 6	10 6	9 4	12 6	12 4	Partabgarh
...	...	...	...	34 8	33 4	37 4	40 —	...	15 12	13 —	13 8	Banswara
...	...	19 —	18 —	19 —	19 12	25 —	22 —	12 8	12 8	14 —	13 8	Mewar (Udaipur)
...	...	...	...	19 —	19 —	...	...	...	...	15 —	15 —	Hilly tracts of Mewar (Dungarpur)
...	...	14 8	14 8	20 —	20 —	28 —	28 —	...	...	15 —	15 —	Sirohi
...	...	...	...	17 12	17 12	18 15	18 15	8 8	8 8	13 11	13 11	Eringpora
...	...	...	...	...	...	...	...	...	...	...	...	Ajmer
...	...	...	...	20 —	20 8	26 —	26 —	...	...	16 —	15 —	Abu
...	...	...	...	...	43 7	...	...	...	...	...	...	Kishangarh
...	...	...	...	29 —	30 —	...	...	...	...	...	...	
...	...	...	...	34 —	34 4	40 —	40 —	...	...	...	...	Bandi
...	...	...	...	...	24 8	...	40 7	...	...	...	...	Kotah
...	...	...	...	22 4	22 2	27 3	27 14	26 11	26 4	16 12	15 14	Jhalawar
...	...	15 —	14 12	26 2	27 5	...	...	...	...	...	...	Tonk
...	...	26 4	26 4	24 6	26 4	...	...	22 2	23 2	12 13	12 13	Jaipur
...	...	18 —	16 —	25 94	26 74	...	...	19 8	19 8	13 8	13 8	Karauli
...	...	18 8	18 9	21 8	21 12	24 8	...	15 10	15 10	14 4	14 4	Dholpur
...	...	15 —	15 —	22 9	22 —	22 6	23 9	29 11	24 6	15 12	14 9	Bharatpur
...	...	...	...	23 44	23 4	25 —	25 —	...	...	13 —	14 —	Alwar
...	...	...	...	20 —	21 —	...	...	10 8	10 —	15 8	15 8	Deoli
...	...	...	...	15 14	15 14	20 4	21 —	...	...	16 —	16 —	Nasirabad
...	...	...	...	...	...	...	...	...	...	...	...	Balmer
...	...	...	...	16 —	16 —	19 —	19 —	...	...	14 —	14 —	Ansdra
...	...	...	...	...	20 —	...	24 8	...	...	...	14 4	Shahpura
...	...	...	...	19 2	19 2	21 10	22 5	8 12	8 12	16 8	16 8	Western—
...	...	...	...	14 14	14 14	...	...	...	...	21 —	21 —	
...	...	...	...	21 8	21 8	...	...	8 8	8 8	13 12	13 8	Jodhpur
...	...	...	...	...	...	...	...	...	...	...	...	Jaisalmer
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner
...	...	...	...	20 —	19 —	28 —	28 —	9 8	10 —	12 —	12 —	Central India—
...	...	...	...	21 4	23 —	...	...	11 —	10 —	14 —	14 —	
...	...	16 12	16 12	23 144	24 4	...	...	16 3	16 24	12 7	12 9	Indore
...	...	...	...	...	...	...	...	...	...	...	...	Nimach
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior
...	...	...	...	23 —	23 —	...	...	...	...	12 —	12 —	Panjab— Southern—
...	...	10 7	10 —	27 —	28 —	34 —	34 —	10 —	10 —	14 —	14 —	
...	...	...	...	...	...	...	...	...	...	...	...	Hissar
...	...	...	...	...	...	...	...	...	...	...	...	Ferozpur
...	...	26 16	26 5	27 12	26 12	26 —	26 —	9 12	8 8	15 2	14 8	Central—
...	...	26 —	26 —	31 8	31 8	35 8	35 8	...	...	16 —	16 —	
...	...	...	...	30 —	28 —	27 —	27 —	...	...	16 —	16 —	Lahore
...	...	...	...	29 —	27 —	30 —	30 —	...	...	16 —	16 —	Gujranwala
...	...	...	...	...	...	...	...	...	...	...	...	Gujrat
...	...	...	...	...	...	...	...	...	...	...	...	Jhelam

\*Husked

## RETAIL PRICES FOR THE SECOND HALF OF JUNE 1904—continued (The figures)

Districts	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoides)	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
<b>Panjab—continued</b>												
<i>South-eastern—</i>												
Gurgaon	16 4	16 4	24 12	24 —	...	...	8 —	8 —	25 8	24 8	23 —	23 —
Delhi	16 —	16 —	25 —	25 —	...	...	8 —	9 —	26 —	26 —	22 —	22 —
Rohtak	17 —	17 —	26 —	26 —	...	...	10 —	11 —	26 —	26 —	24 —	24 —
Karnal	16 —	16 8	20 —	20 5	...	...	8 —	9 —	20 —	22 —	20 —	20 —
<i>South-western—</i>												
Ambala	20 8	20 8	23 8	23 8	...	...	11 12	11 12	28 —	28 —	24 8	24 8
Ludhiana	20 8	20 8	23 —	23 —	...	...	11 —	11 —	28 —	28 —	21 8	21 8
Jalandhar	21 —	20 12	23 —	23 —	...	...	10 —	10 —	28 —	28 —	20 —	20 —
Hoshiarpur	21 —	21 —	23 —	23 —	...	...	10 —	10 —	28 —	28 —	23 —	23 —
Gurdaspur	20 8	21 —	23 —	23 —	...	...	10 —	10 —	28 —	28 —	...	...
Amritsar	21 —	20 —	23 —	23 —	...	...	10 —	10 —	28 —	28 —	27 —	27 —
Bilalot	18 12	18 12	23 —	23 —	...	...	13 8	13 8	...	...	...	...
<i>Hilly—</i>												
Simla	18 11	18 12	17 2	17 5	...	...	8 —	8 —	17 —	19 —	15 —	15 —
Kangra	21 —	21 —	27 —	27 —	...	...	12 —	12 —	...	...	...	...
<i>Northern—</i>												
Rawalpindi	18 4	18 8	23 —	23 —	...	...	8 —	8 —	27 —	27 —	25 —	27 —
<i>Western—</i>												
Shahpur	22 —	22 —	23 —	23 —	...	...	9 —	8 8	27 —	27 —	26 —	26 —
Jhang	20 —	20 —	26 —	24 —	...	...	10 —	11 —	27 —	27 —	28 —	28 —
Multan	16 12	14 4	23 —	23 —	...	...	13 8	13 8	26 —	26 —	23 —	23 —
Montgomery	19 —	18 8	23 —	23 —	...	...	9 —	8 —	...	...	...	...
Muzaffargarh	18 —	18 —	23 —	23 —	...	...	13 —	13 —	25 —	25 —	21 —	21 —
Dera Ghazi Khan	17 12	17 8	27 —	28 2	...	...	13 12	13 12	26 2	26 —	26 12	26 4
<b>H.W. Frontier Province—</b>												
Hasina	18 8	18 4	22 8	22 12	5 —	8 —	9 10	9 4	21 6	21 6	18 —	18 —
Poonawar	19 —	19 —	24 —	25 —	6 8	6 8	9 12	9 12	27 —	27 —	22 —	22 —
Ebahi	19 12	20 12	21 8	22 8	5 14	5 8	10 12	11 10	...	...	23 1	23 1
Banno	26 14	27 8	40 10	39 14	15 —	15 —	16 4	16 4	24 12	24 —	23 12	23 6
Dera Ismail Khan	21 7 1/2	20 11 1/2	28 2	30 15 1/2	5 4	5 4	8 —	8 —	42 6 1/2	42 7 1/2	38 14	38 4
<b>Sind and Baluchistan—</b>												
Karachi	13 —	14 —	...	...	9 —	9 —	11 —	12 —	20 —	21 —	18 —	19 —
Hyderabad	13 —	13 —	...	...	8 —	8 —	9 —	9 —	19 —	19 —	20 —	20 —
Thar and Parkar (Umarkot)	14 8	14 8	...	...	12 —	12 —	18 —	18 —	...	...	18 —	18 —
Shikarpur	17 —	17 —	...	...	10 —	10 —	14 —	14 —	22 —	22 —	23 —	23 —
Upper Sind Frontier	14 8	14 8	...	...	9 —	9 —	10 —	10 —	22 —	22 —	27 —	27 —
Quetta	14 8	14 8	18 4	17 4	4 —	4 —	8 —	8 —	22 —	24 4	19 —	19 —
<b>Bombay—</b>												
<i>Konkan—</i>												
Karwar	10 12	10 12	...	...	10 2	10 2	10 10	10 10	...	...	14 9	14 4
Ratnagiri	9 7	9 7	...	...	8 —	8 —	10 11	10 11	...	...	14 12	14 13
Alibag	9 4	9 4	...	...	9 7	9 —	9 14	9 14	...	...	18 4	18 4
Bombay	8 7	8 7	...	...	8 6	8 6	8 7	8 7	13 8	13 8	18 4	18 4
Tanna	10 15	10 15	...	...	9 4	9 4	10 3	10 3	...	20 6	18 —	17 1
<i>Deccan and Konkan—</i>												
Dharwar	13 12	13 8	...	...	12 7	11 15	13 8	13 8	24 7	23 9	23 1	23 1
Bolgaum	13 8	13 3	...	...	11 9	11 9	12 10	12 10	20 12	21 13	21 7	21 7
Solapur	14 8	14 14	...	...	8 2	8 2	10 2	10 2	18 6	17 10	17 11	18 10
Sholapur	13 15	14 7	...	...	10 8	10 8	11 11	11 11	22 5	23 4	23 5	23 6
Bijapur	13 —	13 —	...	...	11 6	10 15	12 8	11 4	25 7	25 9	20 —	20 —
Poona	11 14	13 8	...	...	7 6	8 2	8 12	9 3	15 6	15 6	16 7	17 10
<i>Khandesh and N.E. Deccan—</i>												
Ahmadnagar	14 8	14 8	...	...	8 14	8 14	9 18	9 18	24 12	23 6	20 6	20 8
Nasik	14 —	15 6	...	...	8 12	8 12	10 8	10 8	...	...	16 12	16 12
Dhulia	12 7	12 7	...	...	7 6	7 6	8 6	9 6	20 9	18 12	19 15	18 2
<i>Gujarat—</i>												
Surat	12 8	12 15	...	...	8 8	8 5	9 4	9 4	16 8	17 1	16 3	16 10
Broach	14 —	15 —	...	...	6 8	6 —	10 —	10 9	17 8	20 —	15 —	16 —
Kaira	15 —	15 —	...	...	7 —	7 —	9 8	9 8	20 —	20 —	17 —	17 —
Baroda	13 —	12 —	...	...	8 —	8 —	10 —	10 —	16 —	16 —	14 —	14 —
Ahmedabad	15 —	16 —	...	...	6 8	6 8	10 —	10 8	20 8	20 8	16 8	17 8
Godhra	13 —	12 —	...	...	8 8	8 8	10 8	10 8	...	...	16 8	16 —
Dias	15 10	15 8	...	...	8 —	8 —	9 —	9 —	22 12	22 —	18 12	19 —
<i>Kutch—</i>												
Rajkot	15 8	16 —	...	...	7 —	7 —	9 —	9 —	20 8	21 —	15 —	16 —
<b>Central Provinces—</b>												
<i>Western—</i>												
Nimar	14 8	15 —	...	...	5 12	5 12	10 4	11 —	26 16	20 4	...	...
Amargah Cantonment	13 8	13 8	...	...	7 —	7 —	9 —	9 —	17 —	17 —	20 —	20 —
Morena	15 12	15 8	...	...	6 4	5 9	9 6	9 6	...	...	...	...
Betul	16 3	16 4	...	...	...	...	9 10	9 10	21 12	23 6	...	...
Chhindwara	17 9	18 —	...	...	5 12	5 12	13 6	13 6	25 —	25 —	...	...
Nagpur	16 4	16 4	...	...	11 4	11 4	13 12	13 12	18 6	18 6	...	...
Wardha	14 5	14 8	...	...	6 10	6 11	10 —	10 —	20 —	20 —	...	...

state the number of sars (of 80 tolas) and chittacks sold for one rupee)

[illegible]



## RETAIL PRICES FOR THE SECOND HALF OF JUNE 1904—concluded (The figures

Districts	WHEAT		BARLEY		RICE				JAWAR OR CHOLAM (Andropogon sorghum)		BAJRA OR KUMBU (Pennisetum typhoides)	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Best sort	Previous half-month	Common	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
<b>Central Provinces—continued</b>												
<i>Central—</i>												
Narsinghpur	16 —	16 —	...	...	8 —	8 —	11 5	11 5	...	...	...	...
Bangor	16 —	16 6	...	...	...	...	11 11	11 11	21 6	21 —	...	...
Damoh	18 12	18 12	...	...	9 14	9 14	10 11	10 11	27 6	27 6	...	...
Jubbulpore	17 —	17 —	...	...	9 —	9 —	14 —	14 —	...	...	...	...
Mandla	23 8	23 —	...	...	11 4	11 4	14 6	15 6	...	...	...	...
Seoni	18 —	18 8	...	...	8 —	8 —	16 —	14 —	28 —	25 —	...	...
Balaghat	15 —	15 —	...	...	8 —	8 —	17 8	17 8	...	...	...	...
Bhandara	16 —	16 —	...	...	9 12	8 12	14 —	14 —	...	...	...	...
Chanda	18 —	18 —	...	...	10 2	10 2	11 —	13 8	23 —	25 —	...	...
<i>Eastern—</i>												
Bilaspur	18 5	18 5	...	...	8 —	8 —	18 8	18 8	...	...	...	...
Raipur	19 —	19 —	...	...	10 —	10 —	17 —	16 —	...	...	...	...
Rambalpur	18 8	16 —	...	...	15 —	12 —	18 —	15 8	...	...	...	...
<b>Berar—</b>												
Buldana	12 —	18 —	...	...	6 —	8 —	8 —	10 —	19 —	19 —	...	...
Basim	14 10	14 14	...	...	7 —	7 —	9 5	9 6	18 15	18 15	...	...
Akola	11 10	11 10	...	...	5 —	5 11	8 —	7 8	18 6	18 6	...	...
Ellichpur	10 6	10 —	...	...	6 —	6 —	8 —	8 —	15 —	15 —	...	...
Amraoti	18 2	14 2	...	...	7 —	7 11	11 —	12 —	20 —	22 —	...	...
Wani	18 8	16 8	...	...	6 4	6 4	10 6	10 8	25 —	25 —	...	...
<b>Nizam's Territories—</b>												
Secunderabad	12 9	12 6	13 11	13 15	8 11	5 10	13 11	13 8	21 11	21 —	29 11	30 11
Belaram	11 7	11 4	...	...	8 5	6 8	11 4	11 —	26 —	26 —	...	...
Chadarghat	11 9	11 6	...	...	4 10	4 9	9 4	9 2	20 13	21 8	27 13	27 6
<b>Madras—</b>												
<i>Malabar Coast—</i>												
Malabar	...	...	...	...	...	...	12 3	12 3	...	...	...	...
S. Canara	...	...	...	...	...	...	12 2	12 2	...	...	...	...
<i>South, central—</i>												
Coimbatore	...	...	...	...	...	...	11 11	10 13	23 14	21 6	25 5	23 13
Nilgiris	...	...	...	...	...	...	9 14	9 14	...	...	...	...
Salem	...	...	...	...	...	...	13 10	13 10	25 2	21 10	21 14	19 14
<i>Central—</i>												
Bellary	...	...	...	...	...	...	10 13	10 13	25 8	25 8	...	...
Anantapur	...	...	...	...	...	...	15 10	15 2	30 8	31 19	...	...
Ouddapah	...	...	...	...	...	...	14 14	14 14	23 11	23 10	29 13	29 13
Karnul	...	...	...	...	...	...	11 6	10 6	28 5	28 —	...	...
<i>East Coast, north—</i>												
Ganjam	...	...	...	...	...	...	12 13	12 13	...	...	...	...
Vinayapatnam	...	...	...	...	...	...	11 13	12 5	...	...	24 8	20 —
Godavari	...	...	...	...	...	...	12 6	12 8	26 9	25 8	...	...
<i>East Coast, central—</i>												
Kistna	...	...	...	...	...	...	12 6	11 10	17 11	20 5	...	...
Nellore	...	...	...	...	...	...	17 10	17 10	21 13	22 14	20 —	24 —
<i>East Coast, south—</i>												
Madras	...	...	...	...	...	...	10 11	10 11	...	...	...	...
Chinglepet	...	...	...	...	...	...	12 6	12 6	...	...	...	...
N. Arcot	...	...	...	...	...	...	14 14	14 14	...	...	...	...
S. Arcot	...	...	...	...	...	...	12 6	12 6	...	...	20 10	21 14
<i>Tanjore—</i>												
Tanjore	...	...	...	...	...	...	18 8	18 8	...	...	20 8	20 8
<i>Trichinopoly—</i>												
Trichinopoly	...	...	...	...	...	...	12 6	12 —	29 6	23 5	23 8	21 14
<i>Southern—</i>												
Tinnevely	...	...	...	...	...	...	12 6	12 6	29 6	...	...	...
Madura	...	...	...	...	...	...	18 8	18 3	22 —	22 —	16 6	16 6
<b>Mysore—</b>												
Mysore	14 8	14 8	...	...	10 2	10 2	18 8	18 8	40 8	40 8	...	...
Bangalore	11 12	11 12	...	...	9 12	9 12	11 8	11 8	...	...	...	...
Kolar	10 —	10 —	...	...	10 —	10 —	11 —	11 —	...	...	...	...
Tankur	10 —	10 —	10 —	10 —	11 —	11 —	12 8	12 8	28 —	26 —	40 —	40 —
Hassan	18 —	18 —	12 —	10 —	11 —	11 —	12 —	12 —	...	...	...	...
Kadur	10 —	10 —	10 —	10 —	9 —	9 —	11 —	11 —	30 —	30 —	...	...
Shimoga	12 10	12 10	12 10	12 10	9 7	9 7	13 10	13 10	...	...	...	...
Chitaldrug	12 —	12 —	12 —	12 —	11 —	11 —	14 —	14 —	20 —	20 —	28 —	28 —
<b>Coorg—</b>												
Coorg	6 8	6 8	5 8	5 8	9 8	9 —	12 —	11 8	...	...	...	...
<b>Aden</b>	5 —	5 —	...	...	6 9	6 9	7 7	7 7	12 7	12 7	11 3	11 3

state the number of cere (of 80 lbs.) and oilseeds sold for one rupee)

MARUA OR RAGI ( <i>Eragrostis cervina</i> )		KAROT OR KARUN, ITALIAN MILLET ( <i>Pennisetum italica</i> )		GRAM, CHENNA, BUDOLA, RADALAY, OR BUNAGA ( <i>Cicer aristatum</i> )		MAHAR ( <i>Zea Mays</i> )		ARHAR OR TURU, CADJAN PRA ( <i>Cajanus indicus</i> )		SALT		Districts	
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month		
				24 —	24 —			16 —	16 —	10 11	10 11	Central Provinces - continued	
				22 10	23 4			13 11	13 11	12 13	12 13		Central -
				27 6	27 6			10 12	10 10	10 10	10 10		Narsinghpur
				23 —	24 —			14 —	14 —	11 4	11 4		Seonor
				25 —	24 —			12 —	14 —	10 8	10 —		Damoh
				22 —	23 —			10 —	12 —	10 —	10 —		Jubbulpore
				15 —	18 —			13 12	13 12	9 8	9 8		Mandla
				18 —	18 —			11 4	11 4	11 —	11 —		Seoni
				15 —	16 —			11 4	11 4	9 8	9 8		Balaghat
													Bhandara
												Chanda	
				21 6	21 6			13 5	13 5	10 11	10 11	Eastern -	
				24 —	24 —			17 —	17 —	11 —	11 —		Bilaspur
				17 —	26 —			11 —	11 —	10 6	11 8		Raipur
												Sambalpur	
				22 —	21 —			11 —	11 —	13 —	13 —	Berar -	
				18 —	18 8			13 14	13 14	11 2	11 2		Buldana
				16 —	16 —			11 11	11 —	11 8	11 8		Bhim
				15 —	16 —			11 —	11 8	11 —	11 —		Atola
				16 —	17 —			14 —	14 —	13 —	13 —		Ellichpur
				16 —	16 —			13 —	15 11	11 —	11 —		Amratoti
													Wani
32 —	31 1			19 7	18 15			22 10	21 2	9 11	9 6	Nizam's Territories -	
				18 5	18 —					10 5	10 2		Secunderabad
				19 10	19 6			11 9	11 6	9 4	9 2		Belaram
												Chadarghat	
										11 2	11 6	Madras -	
										14 5	13 8		Malabar Coast -
													Malabar
												S. Canara	
25 14	25 14									11 8	11 2	South, central -	
										9 —	8 —		Coimbatore
25 3	23 11									11 6	11 7		Nilgiris
												Salem	
29 2	29 3									11 6	11 7	Central -	
30 2	30 2									14 6	13 13		Bellary
28 2	28 2									13 3	13 11		Anantapur
										10 6	10 6		Cuddapah
												Karnal	
25 8	25 8									15 —	14 10	East Coast, north -	
25 13	27 13									14 13	14 13		Ganjam
26 3	27 3									14 14	14 13		Visakhapatnam
													Godavari
20 14	21 5									15 13	15 13	East Coast, central -	
24 13	25 11									15 14	15 15		Kistna
												Nellore	
21 10	21 11									15 6	15 8	East Coast, south -	
21 5	21 5									15 14	15 14		Madras
26 10	26 10									13 8	13 8		Chingleput
22 8	22 8									12 13	12 12		N. Arcot
													S. Arcot
26 11	26 11									14 6	16 5	Tanjore	
25 8	24 6									18 6	13 10	Trichinopoly	
20 11	20 11									16 —	16 —	Southern -	
24 6	24 6									14 2	13 11		Tinnevely
												Madurai	
29 6	29 6			12 9	12 9			6 12	6 12	11 8	11 8	Mysore -	
34 —	34 —			12 1	12 2			8 8	8 8	12 10	12 10		Mysore
40 —	40 —			10 —	12 —			8 —	8 —	11 —	11 —		Bangalore
40 —	40 —	35 —	35 —	11 —	11 —			6 8	6 8	11 —	11 —		Kolar
40 —	34 —			12 —	12 —			8 —	8 —	10 —	10 —		Tumkur
35 —	35 —			13 —	13 —			8 —	8 —	10 —	10 —		Hassan
42 —	39 14			13 10	14 11			9 7	9 7	13 2	12 10		Kadur
34 —	34 —	32 —	32 —	14 —	14 —			9 —	9 —	10 —	10 —		Shimoga
													Chitaldrug
27 3	26 —			19 8	19 8			7 —	6 8	10 —	11 —		Coorg -
				11 3	11 3			9 5	9 5	32 —	32 —		Coorg
													Aden

J. A. ROBERTSON

Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta, August 6, 1904.

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

Total Gross Indian Sea and Land Customs Revenue (excluding Salt Revenue)

(In thousands of Rupees)

		IN THE FOUR MONTHS, APRIL TO JULY, OF									
		1895-96	1896-97	1897-98	1898-99	1899-1900	1900-01	1901-02	1902-03	1903-04	1904-05
<b>SEA CUSTOMS</b>											
<b>Imports</b>											
<i>Special Import Duties</i>											
Arms, ammunition, and military stores		1,00	1,17	1,06	93	85	78	92	1,05	92	1,33
Liquors—											
Ale, beer, porter, cider and other fermented liquors		52	56	68	67	68	65	69	74	87	95
Spirits and liqueurs		19,87	19,46	18,94	20,48	21,74	20,82	21,39	22,01	24,57	24,06
Wines		1,39	1,33	1,12	1,13	1,12	1,09	1,11	1,23	1,16	1,12
Opium		1	1	1	1	1	1	1	1	1	1
Petroleum		15,93	12,80	14,88	13,10	12,14	14,67	19,19	19,03	16,62	15,19
Sugar (countervailing duties, 1899)		—	—	—	—	1,11	6,05	12,24	13,48	1,67	5
" ( " " 1902)		—	—	—	—	—	—	—	2,12	11	2
<i>General Import Duties</i>											
Articles of food and drink (excluding sugar)		3,45	3,57	3,68	3,35	3,84	4,11	3,61	3,79	3,83	4,23
Sugar (ordinary duties)		5,99	3,54	5,85	4,82	4,15	7,91	9,78	8,54	7,52	9,50
Chemicals, drugs, medicines and narcotics, and dyeing and tanning materials		3,18	3,37	3,31	3,27	3,59	3,26	3,70	3,96	4,50	4,10
Cotton Manufactures—											
Piece goods, grey		19,61	17,93	13,10	14,63	16,55	14,02	16,38	18,22	16,75	16,60
" white		7,12	6,99	5,37	5,78	6,85	5,88	10,94	6,23	6,56	8,75
" coloured		6,47	7,25	3,85	5,52	7,71	5,69	6,80	6,69	8,13	8,95
Other goods		5,62	39	30	37	64	51	58	38	63	1,02
Metals and Manufactures of—											
Silver, bullion and coin		10,12	6,98	13,80	13,34	10,53	4,22	9,62	16,57	12,61	14,14
Other metals and manufactures of metals		8,06	7,73	6,98	6,66	3,46	7,26	7,65	10,87	9,93	12,54
Oils (excluding petroleum)		19	42	72	64	45	44	50	54	34	30
Manufactured articles		14,72	16,37	12,19	13,19	15,24	14,00	17,63	17,14	19,50	21,87
Raw materials and unmanufactured articles		3,36	2,81	2,45	2,45	2,19	2,45	2,82	2,69	2,61	3,90
<b>TOTAL IMPORTS</b>		<b>1,26,61</b>	<b>1,12,68</b>	<b>1,08,29</b>	<b>1,10,34</b>	<b>1,14,85</b>	<b>1,14,42</b>	<b>1,45,56</b>	<b>1,55,29</b>	<b>1,38,84</b>	<b>1,48,33</b>
<b>Excise Duty on Cotton Goods</b>		<b>2,58</b>	<b>1,97</b>	<b>3,35</b>	<b>4,69</b>	<b>4,58</b>	<b>3,52</b>	<b>4,70</b>	<b>5,43</b>	<b>5,93</b>	<b>5,91</b>
<b>Export Duties—</b>											
Rice and rice-flour		28,97	27,38	16,73	34,17	31,74	28,13	27,27	40,05	38,77	41,52
<b>LAND CUSTOMS AND MISCELLANEOUS</b>		<b>1,87</b>	<b>2,17</b>	<b>2,35</b>	<b>2,31</b>	<b>2,56</b>	<b>2,65</b>	<b>2,73</b>	<b>2,91</b>	<b>3,11</b>	<b>3,24</b>
<b>GRAND TOTAL</b>		<b>1,60,03</b>	<b>1,44,20</b>	<b>1,30,72</b>	<b>1,51,51</b>	<b>1,53,73</b>	<b>1,48,72</b>	<b>1,80,26</b>	<b>2,03,68</b>	<b>1,86,65</b>	<b>1,99,00</b>
<i>Provincial distribution of Imports and Exports</i>											
Bengal	{ Imports	47,18	42,30	38,32	42,23	45,79	48,11	53,60	55,44	48,52	50,59
	{ Exports	6,60	5,31	2,34	6,28	5,75	6,78	4,30	4,90	4,86	5,67
Bombay	{ Imports	49,57	40,53	45,25	42,88	43,08	36,41	53,83	62,08	51,78	58,29
	{ Exports	92	1,00	75	1,29	52	1,27	95	1,38	71	95
Sind	{ Imports	7,09	7,21	6,70	7,61	7,29	10,47	15,42	16,35	12,10	11,47
	{ Exports	22	13	26	54	37	17	76	45	29	52
Madras	{ Imports	13,10	8,14	10,41	8,43	9,63	9,98	11,74	11,73	13,60	12,88
	{ Exports	1,63	2,29	3,40	1,57	2,24	1,01	1,91	2,32	2,82	2,53
Burma	{ Imports	9,67	8,50	7,61	9,19	9,06	9,45	10,97	9,69	12,84	15,10
	{ Exports	19,60	18,65	9,94	24,49	22,86	18,90	19,35	30,94	30,09	31,85

J. A. ROBERTSON

Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta, August 4, 1904

GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

## SANITARY.

## PLAGUE.

*Simla, the 4th August, 1904.*

The following statement of plague seizures and deaths reported in India, during the week ending the 30th July 1904, is published for general information :

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND BIRD.	Northern.	Bombay City	B., B. & C. I. & C. I. P.	68	58
		Dholera Port	B., B. & C. I.	...	...
		Ahmedabad City	B., B. & C. I.	...	...
		Gogha Port	B., B. & C. I. & H. G. J. P.	...	...
		Ahmedabad District	B., B. & C. I. & H. G. J. P.	16	9
		Broach Port	B., B. & C. I.	...	...
		Broach District	B., B. & C. I.	...	...
		Panch Mahals District	B., B. & C. I.	2	2
		Mahikantha State	B., B. & C. I.	...	...
		Kaira District	B., B. & C. I.	13	6
		Rowakantha State	B., B. & C. I.	1	...
		Bulsar Port	B., B. & C. I.	1	1
		Surat Town and Port	B., B. & C. I.	17	17
		Surat District	B., B. & C. I.	146	119
		Jhars Port	B., B. & C. I.	...	...
		Bandra Port	B., B. & C. I.	...	...
		Utan	B., B. & C. I.	...	...
		Vesava	B., B. & C. I.	...	...
		Kolva	B., B. & C. I.	...	...
		Trombay	G. I. P.	...	...
		Tarapur	B., B. & C. I.	...	...
		Manori	B., B. & C. I.	...	...
		Mahim	B., B. & C. I.	...	...
		Dhann	B., B. & C. I.	...	...
		Bhiwadi	G. I. P.	...	...
		Agashi	B., B. & C. I.	...	...
		Shirgaon	B., B. & C. I.	...	...
		Bassein	B., B. & C. I.	...	...
		Kalyan	G. I. P.	...	...
		Thana	B., B. & C. I.	...	...
		Umbergaon Port	B., B. & C. I.	...	...
		Hon	B., B. & C. I.	...	...
		Thana District	G. I. P. & B., B. & C. I.	...	...
	Central.	Ahmednagar District	Dhond and Masnad (G. I. P.)	...	35
		Khandash	B., B. & C. I. & G. I. P.	76	55
		Nasik	G. I. P. & N. G.	74	36
		Poona City	S. M. & G. I. P.	10	3
		Poona District	S. M. & G. I. P.	...	7
		Satara	S. M.	216	149
		Sholapur Town	G. I. P.	...	...
		Sholapur District	G. I. P., S. M. & Bars	52	43

Presidency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague measures.	Plague deaths.
BOMBAY PRESIDENCY AND SINDH.	Southern.	Alibag Port			
		Panvel "		1	1
		Eshol "			
		Roha "			
		Revdanda "		22	15
		Kolaba District	G. I. P.	1	1
		Ratnagiri Port			
		Visedrug "			
		Harnai "			
		Rajapur "			
		Vengurla "			
		Jaitapur "			
		Dabhal "			
		Joigad "			
		Deogad "			
		Ratnagiri District			
		Belgaum "	S. M.	478	334
		Dharwar District		431	301
		Karwar Port			
		Akola "			
		Kumta "			
		Savantradi State			
		Bijapur District	S. M. & G. I. P.		
		Kanara "		1	2
	Sind.	Karachi Town and Port	N. W.		
		Karachi District			
		Hyderabad Town			
		Hyderabad District	& J. B.		
		Thur and Parkar District	J. B.		
		Larkhans "	N. W.		
		Sukkar District			
		Khairpur State			
	Political charges.	Amich State		15	8
		Tuna Port			
		Mandvi "		1	1
		Mundra "			
		Jakau "		4	4
		Cutch State		17	17
		Cambay "	H. B. & C. L.		
		Savannur "		4	1
		Shor "			
		Porbandar Port	B. G. J. P.		
		Jamnagar Town and Port			
		Udhavnagar Town and Port	B. G. J. P.		
		Mongrol Port			
		Jodia Port			
		Salaya "			

Agency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND BIRD.	Political charges.	Jafraabad Port			
		Vorawal "			
		Vavanha "			
		Kathiawar State	B., B. & C. I., Morvi & B. G. J. P.		
		Kolhapur Town	S. M.	11 (h)	7 (h)
		Kolhapur and Southern Maharashtra Country	S. M.	522 (h)	396 (h)
		Sachin State	B., B. & C. I.		
		Dharampur "			
		Srirardhan Port			
		Murad "		7	4
		Barimandla "			
		Nandgaon "			
		Janjira "			
		Janjira State			
		Velan Port			
		Billimora "	B., B. & C. I.	8	7
		Kodinar "			
		Baroda City	B., B. & C. I.	2	2
		Baroda State		50	16
		Jath "			
		Bijapur State	S. M. & G. I. P.		
		Surat "	B., B. & C. I.	8	4
		Aden			
		TOTAL		2368	1706
		Salem Town	Madras		
		Salem District		45 (g)	30 (j)
		Bellary Cantonment	S. M.		
		Bellary Town			
		Bellary District	" & Madras...	140 (c)	98 (d)
		Coimbatore Town	Madras	3	3
		Coimbatore District	Madras, S. I. & Nilgiri	174 (d)	132 (b)
		Nilgiris "	Madras		
		North Arcot "	S. I. & Madras	10 (b)	11 (b)
		South Arcot District			
		Uddalore Port			
		Tinnevely District			
		Malabar "	Madras		
		Cuddapah "	S. I. & Madras	5	4
		Mangalore Port		6	2
		Ermala "			
		South Canara District		1 (k)	1 (k)
		Madras City	Madras and S. I.		
		Chingleput District	S. I. & Madras		
		Godavari "	Madras		
		Tanjore "	S. I.		
		Anantapur "	Madras, S. I. & S. M.	80 (c)	42 (d)
		Madura "	S. I.		
		Kistna "			
		Cochin State		1 (b)	1 (k)
		Karnool District		1 (k)	1 (k)
		TOTAL		446	325

(b) Two imported cases.  
(c) Four " "  
(d) Three " "  
(e) Seven " "

(h) For 2 weeks ending 30th July 1904.  
(j) Six imported cases.  
(k) Imported cases.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BENGAL.	Presidency	Calcutta	E. I., E. R. S. & B. N.	5	
		Nadia District	E. R. S. & B. C. & E. K.		
		24 Parganas District	E. R. S., B. C. & E. I.	1	
		Khulna	B. C.		
	Bardwan	Midnapore District	B. N. E.		
		Howrah Town	B. N. & H. A.	3	
		Howrah District	E. I., B. N. & H. A. & H. S.		
		Bardwan			
		Birbhum			
	Patna	Champan District	B. & N. W.		
		Chupra Town			
		Saran District		53	
		Gaya Town	E. I.		
		Gaya District			
		Muzaffarpur District	B. & N. W.	2	
		Muzaffarpur Town			
		Darbhanga District		1	
		Shahabad District	E. I.	10	
		Patna City		53	
		Patna District		23	
	Bhagalpur	Monghyr Town			
		Monghyr District		5	
		Bhagalpur Town			
		Bhagalpur District	B. & N. W.		
	Chota Nagpur	Sonthal Parganas District			
		Palaman District			
		Hazaribagh District		3	
	Orissa	Cuttack District	B. N. E.		
				TOTAL	163
					13
UNITED PROVINCES.	Allahabad	Allahabad City	E. I.		
		Allahabad District	B. & O. & E.		
		Cawnpore City	E. I., O. & R., B., B. & C. I., & G. I. P. (I. M. Sec.)	3	
		Cawnpore District			
		Fatehpur	E. I.		
		Banda District	G. I. P. (I. M. Sec.) & E. I. R.		
		Jhansi City			
		Jhansi District			
	Benares	Hamirpur			
		Jalaun		1	
		Benares Cantonment	B. & N. W. & O. & R.		
		Benares City			
		Benares District	B. & N. W., O. & R. & E. I.		
		Ballia	B. & N. W.	53	
		Jaunpur City	O. & R.		
		Jaunpur District	B. & N. W.	7	
		Ghazipur	E. I. & B. & N. W.	62	
		Mirzapur City	E. I.		
		Mirzapur District	B. & O. & R.		

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
UNITED PROVINCES.	Fyzabad	Bahraich District	B. & N. W.		
		Gonda	"		
		Partabgarh	O. & R.		
		Sultanpur	"		
		Ajodhia	"		
		Fyzabad City	"		
		Fyzabad District	"	1	1
		Bara Banki Town	B. & N. W.		
		Bara Banki District	" & O. & R.	4	4
	Gorakhpur	Asansgarh City	B. & N. W. & O. & R.		
		Asansgarh District	"	15	6
		Gorakhpur City	B. & N. W.		
		Gorakhpur District	"		
		Beni District	"		
	Meerut	Meerut City	N. W.	1	1
		Meerut Cantonment	"		
		Meerut District	N. W., O. & R. & E. I.		
		Muzaffarnagar City	N. W.		
		Muzaffarnagar District	"		
		Aligarh	E. I. & O. & R.		
		Saharanpur City	"		
		Saharanpur District	O. & R. & N. W.		
		Hardwar Union	"		
		Roorkee Town	"		
	Lucknow	Bulandshahr District	E. I. & O. & R.		
		Delhra Doo	B. & N. W. & O. & R.		
		Unao District	O. & R. & E. & N. W.	2	2
		Lucknow City	" B. & N. W. & R. K.		
		Lucknow District	"		
		Hardoi	O. & R.		
		Kao Baroli	"		
		Sitapur	R. K.		
		Kheri	"		
		Etawah City	E. I.		
	Agra	Etawah District	"		
		Etahgarh	B. & C. I.		
		Farrukhabad Town	"		
		Farrukhabad District	"		
		Mainpuri	E. I.		
		Agra City	B. & C. I., G. I. P. & E. I.		
		Agra District	"		
		Etah	"		
		Muttra	"		
		Muttra City	"		
	Bareilly	Bareilly City	R. & K. & O. & R.		
		Bareilly District	"		
		Shahjahanpur District	" & O. & R.		
		Shahjahanpur City	"		
		Budann District	"		
	Bijnor	Bijnor Town	"		
		Bijnor District	O. & R.		
		Naini Tal	O. & R.		
	Kannan	Gachwal District	"		
TOTAL				148	101



Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Plague seizures.	Plague deaths.
PUNJAB	Jullundur	Ludhiana District	N. W.				1	1
		Jullundur	19				5	5
		Mohiampur District						
		Ferozepur	N. W.					
		Kangra						
	Lahore	Amritsar City	N. W.				5	3
		Amritsar District					3	3
		Gurdaspur					8	6
		Lahore	18				21	21
		Lahore Municipality	23				1	
		Gujranwala District	21				4	4
		Sialkot	21				1	4
		Montgomery	23					
	Rawalpindi	Rawalpindi District	N. W.					
		Gujrat	22					
		Shahpur	22				3	
		Jhelum	22					
	Multan	Multan	22					
		Multan	22					
		Muzaffargarh	22					
	Delhi	Gurgaon	B. B. & C. I.					
		Delhi	E. I., O. & R., B. B. & C. I., & N. W.					
		Hissar	B. B. & C. I. & N. W.					
		Karnal	E. I.				2	2
		Simla	S. K.					
		Amballa	N. W. & E. I.				14	10
		Rohatak	N. W.					
		Patna City	Rajpura-Bhatinda (N. W. Ry.)					
		Patna State	N. W., E. I., B. B. & C. I. & J. B.					
		Rajpura State	N. W.					
	TOTAL						67	58
CENTRAL PROVINCES (including Berar).	Nerbudda	Barhanpur Town						
		Nimar District	G. I. P. & B. B. & C. I.					
		Hoshangabad Town						
		Hoshangabad District						
		Narsingpur Town						
		Narsingpur District						
		Obhindwara	B. N.					
		Khandwa Town	B. B. & C. I. & G. I. P.					
		Betal District						

Heavy wind.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague squirrels.	Plague deaths.
Central Provinces (including Berar).	Nagpur	Nagpur City	B. N. & G. I. P.	1	1
		Nagpur District	"	22	18
		Wardha Town	G. I. P.	1	1
		Wardha District	"	1	1
		Chanda	"	1	1
		Bhandara Town	B. N.	1	1
		Bhandara District	"	1	1
		Balaghat	"	1	1
		Balaghat Town	E. I. & G. I. P.	1	1
	Jubbulpore	Jubbulpore Town	"	1	1
		Jubbulpore District	E. I. & G. I. P.	1	1
		Damoh Town	G. I. P. (I. M. Sec.)	1	1
		Damoh District	" ( " )	1	1
		Saugor Cantonment	" ( " )	1	1
		Saugor Town	" ( " )	1	1
		Saugor District	" ( " )	1	1
		Seoni District	B. N.	1	1
	Chhattisgarh	Mandla	"	1	1
		Bilaspur Town	"	1	1
		Bilaspur District	"	1	1
		Raipur	"	1	1
	Akola	Sambalpur	"	1	1
		Akola District	G. I. P.	6	5
		Buldana	"	1	1
		Wan	"	6	4
		Basim	"	1	1
		Amruoti	G. I. P.	1	1
		Ellichpur	"	1	1
		Yestani	"	1	1
	TOTAL.			85	23
Mysore State.		Bangalore City	S. M. & Madras	1	1
		Bangalore Civil and Military Station	"	23	25
		Bangalore District	"	151	104
		Mysore City	"	2	2
		Mysore District	" & Madras	176	130
		Kolar	Madras and S. M.	73	65
		Kolar Gold Fields	"	14	10
		Tumkur District	S. M.	26	18
		Shimoga	"	121	77
		Chitaldrug	"	165	70
		Kadur	"	202	111
		Hassan	"	33	17
	TOTAL.			931	629

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Flagmen signatures.	
HYDERABAD STATE.		Aurangabad District	N. G. S.	100	100	100	(a) 20	
		Bir		100	100	100		
		Hydrabad	N. G. S.	100	100	100		
		Indur		100	100	100		
		Usmanabad	G. I. P. & Barad	100	100	100		
		Lingragur	S. M.	100	100	100	(a) 87	(a)
		Parbhani	N. G. S.	100	100	100		
		Raichur	G. I. P. & Madras	100	100	100	(a) 92	(a)
		Gulbarga	G. I. P. & N. G. S.	100	100	100	(a) 145	(a)
		Nander	N. G. S.	100	100	100		
			TOTAL	100	100	100	234	
		Indore City	B. B. & C. I.	100	100	100	(b) 7	
		Indore State		100	100	100		
		Ujjain City		100	100	100		
		Gwalior		100	100	100		
		Gwalior State	B. B. & C. I., G. I. P.	100	100	100		
		Dhar	G. I. P. (I. M. Sec.) & Gwalior	100	100	100		
		Pathari State	G. I. P. (I. M. Sec.)	100	100	100		
		Bhopal City		100	100	100		
		Bhopal State	G. I. P.	100	100	100		
		Mhow Cantonment	B. B. & C. I. (Rajputana-Malwa)	100	100	100		
		Nimach		100	100	100		
		Indore Residency		100	100	100	1	
		Rutlam City	B. B. & C. I.	100	100	100		
		Rutlam State		100	100	100		
CENTRAL INDIA.		Dewas Town		100	100	100		
		Dewas State	G. I. P.	100	100	100		
		Narsingh State		100	100	100		
		Guaranteed Holdings (Malwa Agency)		100	100	100		
		Tonk State (portion in Central India)	G. I. P.	100	100	100		
		Behore		100	100	100		
		Sailana	B. B. & C. I.	100	100	100		
		Piploda District		100	100	100		
		Bagli State		100	100	100		
		Jhabua	B. B. & C. I.	100	100	100		
		Jaora		100	100	100		
		Jaora Town		100	100	100		
		Agar Military Station		100	100	100		
		Maunpur		100	100	100		
		Sitaman State		100	100	100		
		Rajgarh		100	100	100		
		Karwai		100	100	100		
			TOTAL	100	100	100	8	
		Ajmer		100	100	100		
		Abu Road		100	100	100		
		Mewar State	B. B. & C. I.	100	100	100		
		Partabgarh State		100	100	100		
		Chitor (Udaipur State)		100	100	100		
		Tonk State		100	100	100		
		Marwar	J. B.	100	100	100		
		Jaipur		100	100	100		
RAJPUTANA								

(a) Figures for the period from 19th to 25th July 1904.  
 (b) Figures for week ending 23rd July 1904.  
 (c) Imported case.

Residency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Plague seizures.	Plague deaths.
PUNJAB		Elahengash Town	C. I.					
		Bikanir State	I. B.					
		Jhallawar "	}					
		Kotah State						
		Sirohi "	B. B. & C. I.					
		Shahpura State						
		Alwar "	B. B. & C. I.					
		Banswara Town						
		Bharatpur State						
		TOTAL						
JAMMU & CASHMIRE		Hamirpur-Sidhan (Akhaur Tahsil)						
		Jammu City						
		Jammu Province	N. W.				2	
		Kashmir Province						
		Srinagar District						
		Srinagar City						
TOTAL							3	
N.W.F. PROVINCE		Abbottabad Town						
		Hasara District						
		Peshawar Town						
		Peshawar District						
TOTAL								
SINDH		Sonmiani						
		Hirok	N. W.					
		Sibi						
TOTAL								
GRAND TOTAL							4481	2708

H. H. RISLEY,  
Secretary to the Government of India.

GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

EXAMINATIONS.

REFORM OF THE EXAMINATIONS IN THE PERSIAN LANGUAGE.

NOS. 493—505.

*Simla, the 2nd August, 1904.*

RESOLUTION.

The Government of India have had under their consideration the question of reforming the examinations in the Persian language, which are at present conducted under the rules contained in the Home Department notification no. 1, dated the 2nd January 1880, so as to give them a more practical character. Experience has shown that the present system of examination is not calculated to ensure such a knowledge of the spoken language as it is essential that officers should have in dealing with Persian-speaking people. The Governor General in Council attributes the failure of the present system in this respect largely to the fact that most of the existing text-books are antiquated and do not introduce candidates to modern and colloquial Persian. In order to remedy these defects the Government of India were inclined to abolish, so far as the high proficiency and degree of honours examinations are concerned, the requirement that candidates must be examined in certain prescribed text-books, and to leave it to them to acquire the language in their own way and to prepare themselves generally for the tests prescribed. It seemed to them that such a reform would, by encouraging a wider reading, conduce to a more healthy knowledge of the language than can be acquired by the constant re-reading of a few selected text-books. With the object of assisting candidates in the choice of their reading, the Governor General in Council proposed to publish a list of typical books and literature suitable in point of difficulty to the character of the high proficiency and degree of honour examinations respectively. It was intended, not that the examinations should necessarily be confined to the literature indicated in the list, but that the passages set for translation at either examination should be selected from writings of a standard of difficulty as nearly identical as possible with that of the listed books. The Government of India thought that it would be necessary to retain text-books for the higher standard examination, and the only change which they contemplated making in respect of that examination was the substitution of more modern works for the existing text-books.

2. Upon these proposals the Government of India invited the opinion of the Governments of Madras and Bombay in both of which presidencies examinations in the Persian language are held. Both the Government of Madras and the Government of Bombay have concurred generally in the suggested reform. The latter Government have, however, urged that, in the interests of sound scholarship, candidates for the degree of honour test should be required to read in addition to modern works at least to masterpieces (one prose and one poetry) of ancient classical literature. To secure uniformity of standard the Government of Madras recommend that the new rules should declare, either that there should be two sets of papers, one containing questions taken from the books scheduled as typical, and the other from books outside the list, or that all the questions should be set from books outside the list. Upon consideration of these suggestions the Government of India have decided to modify their original proposals by directing (a) that the degree of honour test shall comprise the whole range of the language and demand a knowledge of classical as well as of modern Persian, and (b) that half the passages for translation at the high proficiency and degree of honour examinations shall be selected from the listed works and half from works of a similar standard of difficulty.

After consideration of the various suggestions which they have received as to the literature which should be included in the model list, the Government of India have selected those specified in the annexed schedule as representing the most suitable examples of Persian literature for the purpose in view. A list of the grammars which are recommended as most likely to assist students in their reading has also been included in the schedule.

3. An important part of the examination consists of testing the ability of a candidate in reading and translating manuscript fluently. The Government of India understand that candidates have hitherto been hampered in preparing themselves for this portion of the examination by the difficulty of obtaining satisfactory specimens of Persian correspondence, and they therefore obtained specimens of correspondence from Teheran and Bushire, which they

have caused to be reproduced by photo-zinography. These specimens can be obtained on an application to the marginally noted officers. In other respects the Governor General in Council considers that the present tests should remain unaltered, except that, as regards the high proficiency examination, the passages set for translation, from Persian into English should not necessarily be in narrative style.

4. The only change which will be made in respect of the higher standard examination is the substitution of more modern works for the existing text-books. The following are the works which the Governor General in Council has decided to prescribe in future for this purpose :

1. A selection (to be made) from the ' Tarikh-i-Sasaniyan.'
2. A selection (to be made) from the ' Safar-Nāma-i-Shah-i-Iran.'
3. ' Narrative of Mrs. Hortestet ' translated by Itimad-us-Sultana.

ORDER.—Ordered that a copy of the above resolution be forwarded to the local Governments and Administrations marginally noted, and to the Military and Foreign Departments of the Government of India.

Ordered also, that the resolution be published in the *Supplement to the Gazette of India*.

H. H. RISLEY,  
Secretary to the Government of India.

## SCHEDULE.

### LIST OF WORKS FOR THE GUIDANCE OF CANDIDATES IN THEIR READING IN THE PERSIAN LANGUAGE.

#### HIGH PROFICIENCY.

*Prose—*

1. Gulistan.
2. Siyahat Nama-i-Ibrahim Beg.
3. Haji Baba Ispahani.
4. Asar-i-Ajam.
5. Autobiography of the Amir Abdur Rahman.
6. Malcolm's History of Persia (Mirza Hairat).
7. Mukalama-i-Saiyyat-i-Irani.

*Poetry—*

8. Diwan-i-Andalib.
9. Diwan-i-Sarkhush.

*Newspapers—*

10. Ittila'.
11. Iran.

#### DEGREE OF HONOUR.

*Prose—*

12. Nasikh-u-t-Tawarikh.
13. Miraju-s-Saadat.
14. Safar-Nama-i-Shah-i-Iran.
15. Akhlaq-i-Jalali.
16. Shamsa-wa-Qahqaha.
17. Durra-i-Nadiri.
18. Waqai-i-Namat Khan-i-Ali.
19. Akbar Nama.

*Poetry—*

20. Diwan-i-Hafiz.
21. Qasaid Qa'ani.
22. Shah Nama.
23. Muntakhab-i-Sharbani.

*Prosody and Rhetoric—*

24. Hadaiqu-i-Balaghat.
25. Rhetorique et Prosodie.

*Newspapers—*

26. Ittila'.
27. Iran.
28. Hablu-l-Matin.

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LIST OF GRAMMARS RECOMMENDED.

- 29. Modern Persian Colloquial Grammar by Dr. Fritz Rosen.
  - 30. Modern Persian Conversation Grammar (with key) by the Rev. W. St. Clair Tisdall.
  - 31. Grammar of the Persian language by John T. Platts.
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## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Rainfall summary for the seven days ending at 8 a.m. on Thursday, the 4th August 1904, based on the India Daily Weather Reports of the period.**

There has been no storm of any importance within the Indian region during the week under review, but a very feeble depression appeared over the United Provinces on the 30th July and lasted during the 31st. It determined heavy rain to its vicinity, the heaviest falls in twenty-four hours having been:—Nowgong 3'45"; Sutna 2'32" and Cawnpore 2'18" on the 30th and Nowgong 7'32"; Jhansi 2'03" and Cawnpore 1'80" on the 31st. Both branches of the monsoon have been lighter than usual and at the head of the Bay the wind's direction has been very variable, but though the weather has thus been quiet and undisturbed there has been a gradual extension of light to moderate rainfall over the country. The number of stations of the daily weather report registering rainfall on each day of the week were as follows:—68 on 29th July; 57 on the 30th; 59 on the 31st; 69 on the 1st August; 74 on the 2nd; 88 on the 3rd and 67 on the 4th. There was thus a steady extension of rain between the 30th of July and the 3rd of August after which the number of stations reporting rain again diminished.

The Bay monsoon gave general light rain to Burma throughout the week and scattered rain to Assam, Bengal, the United Provinces and the north-east of the Peninsula. The rainfall over this area was moderately heavy on the 29th but was light from that date until the 3rd when the amounts again increased. Over the west Gangetic plain and the west Himalayas and sub-Himalayas rain fell almost daily and was heavy at some stations on some days. Thus Chakrata registered 10'87" of rain between 8 A.M. on the 31st and 8 A.M. on the 3rd while Ludbiana reported 2'45" on the 2nd, Lucknow 2'16" on the 2nd and Allahabad 2'23" on the 3rd. Gujarat, the North-west dry area and the west Satpuras received very little rain during the week, but over this area, also, the extent and amount of rain both increased during the week. Central India and the east Satpuras received daily rain, though the amounts were not heavy except on the 30th and 31st, when the feeble depression noticed above was in existence.

Along the West coast the monsoon was lighter than usual and though rain fell daily the amounts reported were, with a few exceptions, lighter than the average. Over the Deccan and the east of the Peninsula frequent light to moderate showers were received.

The rainfall table shows that actually or practically no rain fell during the week over Baluchistan and the Ahmedabad subdivision while elsewhere the average actual fall ranged from 0'18" in the North-west dry area, 0'23" in the Madura subdivision, 0'25" in the Rajkot subdivision, and 0'38" in the Bijapur subdivision to 6'44" in the Simla subdivision, 5'75" in the Dinajpur subdivision and to 5'21" in the Jhansi subdivision. The week's rainfall exceeded the normal in the Dinajpur (+20%); Darbhanga (+11%); Simla (+92%); Ludbiana (+5%); Cawnpore (+32%); Waltair (+1%); Jhansi (+48%); Calicut (+17%); Bellary (+19%); Hyderabad (+27%); and Mysore subdivisions (+27%) and in the East coast (south) division (+86%) while it was below the average elsewhere. The deficiency was greatest in the following divisions and subdivisions—Bahraich (—66%); Burdwan (—67%); Lahore (—68%); the North-west dry (—75%); Cuttack (—59%); east Satpuras (—53%); Jaipur (—54%); Indore (—58%); Gujarat (—90%); west Satpuras (—52%); Bijapur (—69%); and Madura (—53%).

The seasonal rainfall is 40% or more below the normal over the Lahore subdivision; the North-west dry division; the Baluchistan division; the Indore subdivision and the Gujarat division.

RAINFALL DIVISION WITH REPRESENTATIVE STATION.	Rainfall sub-division named after representative station.	RAINFALL DATA FOR WEEK ENDING ON 4TH AUGUST 1904.			RAINFALL DATA FROM 19TH APRIL 1904 TO 4TH AUGUST 1904.			SEASONAL PERCENTAGE DEPARTURE FROM NORMAL.	
		Average actual rainfall.	Average normal rainfall.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect in inches.	This week.	Last week.
		Inches.	Inches.	Inches.	Inches.	Inches.			
Burma Coast (Rangoon) . . .	...	4'63	8'38	-3'75	99'33	87'28	+12'05	+14	+20
Burma Wet (Bhamo) . . .	...	3'00	3'00	-0'00	35'93	33'46	+2'47	+7	+8
Burma Dry (Mandalay) . . .	...	0'58	0'87	-0'29	14'09	14'55	-0'46	-3	-1
Delta of Bengal . . .	{ Narayanganj	2'79	3'43	-0'64	50'87	48'32	+2'55	+5	+7
Chandraputra Valley (Sibsagar) . . .	{ Calcutta	1'73	2'95	-1'22	38'91	32'14	+6'77	+21	+27
	...	4'01	4'84	-0'83	62'23	75'76	-13'53	-18	-18
Malay Peninsula and Sub-Himalaya, East. . .	{ Dinajpur	5'75	4'81	+0'94	51'06	53'05	-1'99	-4	-6
	{ Darbhanga	3'24	2'91	+0'33	26'44	25'30	+1'14	+5	+4
	{ Bahraich	1'16	3'43	-2'26	22'75	23'26	-1'21	-5	+5
Indo-Gangetic Plain, East . . .	{ Burdwan	0'84	2'51	-1'67	29'96	30'39	-0'43	-1	+4
	{ Patna	2'05	2'75	-0'70	31'49	22'65	+8'84	+39	+45
Malay Peninsula and Sub-Himalaya, West. . .	{ Simla	6'44	3'36	+3'08	26'28	23'50	+2'78	+12	-1
	{ Ludhiana	3'39	3'23	+0'16	15'97	20'34	-4'37	-21	-26
Indo-Gangetic Plain, West . . .	{ Cawnpore	3'13	2'38	+0'75	18'04	17'08	+0'96	+6	+1
W. Dry Area (Bikaner) . . .	{ Lahore	0'54	1'71	-1'17	6'20	11'82	-5'62	-48	-44
Punjab (Quetta) . . .	...	0'18	0'72	-0'54	1'69	4'98	-3'29	-66	-65
	...	0	0'10	-0'10	0'24	1'05	-0'81	-77	-75
Coast, North . . .	{ Waltair	1'30	1'29	+0'01	14'46	13'34	+1'12	+8	+9
	{ Cuttack	1'12	2'76	-1'64	24'11	28'74	-4'63	-16	-12
Central Satpuras . . .	{ Ranchi	1'57	3'55	-1'98	40'47	30'87	+9'60	+31	+42
	{ Raipur	1'53	3'29	-1'76	21'34	28'09	-6'75	-24	-20
	{ Jabulpore	2'30	4'65	-2'35	20'42	32'44	-12'02	-37	-35
Central India Plateau . . .	{ Jhansi	5'21	3'51	+1'70	29'20	24'01	+5'19	+22	+17
	{ Raipur	1'01	2'20	-1'19	9'83	11'91	-2'08	-17	-9
	{ Indore	1'39	3'34	-1'95	12'27	22'12	-9'85	-45	-42
Coast . . .	{ Calicut	4'68	3'99	+0'69	70'97	59'19	+11'78	+20	+20
	{ Bombay	4'64	5'23	-0'59	73'36	65'47	+7'89	+12	+14
Central India . . .	{ Ahmedabad	0'07	2'10	-2'09	6'81	24'46	-17'65	-72	-70
Central Satpuras (Akola) . . .	{ Rajkot	0'25	1'41	-1'16	5'98	13'99	-8'01	-57	-54
	...	0'84	1'75	-0'91	11'12	17'51	-6'39	-36	-35
Central India . . .	{ Bellary	0'81	0'68	+0'13	8'21	8'30	-0'09	-1	-3
	{ Bijapur	0'38	1'23	-0'85	10'75	13'80	-3'05	-22	-18
	{ Hyderabad	1'59	1'25	+0'34	11'42	11'53	-0'11	-1	-4
Central India . . .	{ Mysore	0'90	0'71	+0'19	16'05	10'96	+5'09	+46	+48
Coast South (Madras) . . .	{ Madras	0'23	0'49	-0'26	9'55	7'35	+2'20	+30	+36
	...	1'30	0'70	+0'60	7'26	5'34	+1'92	+36	+38

W. L. DALLAS,

for Meteorological Reporter to the Government of India  
and Director General of Indian Observatories.

J. WILSON,

Secretary to the Government of India.

Signed:

The 4th August, 1904.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,  
30th July 1904.

**Madras.**—The rainfall of the week was good in parts of the Circars, the Carnatic, the Central, Southern and West Coast districts and light to fair elsewhere. Irrigation supplies are sufficient except in parts of Godavari, the Deccan, Salem and Madura. Ploughing, sowing and transplanting are in progress in parts. The standing crops are in good condition. Harvests continue in parts with fair to normal outturn. Pasture is scanty in parts of Nellore, the Deccan and the Southern districts. Fodder is procurable. The condition of cattle is good. Prices are almost stationary.

**Bombay.**—There was heavy rain during the week in parts of Ratnagiri and Kanara; good in parts of the Panch Mahals, Nasik, Thana and Kolaba; slight in parts of Ahmedabad, Kaira, Surat, Khandesh, Poona, Satara and the Carnatic; and very slight in parts of Broach, Ahmednagar, Sholapur and Baroda. More rain is urgently needed in several districts for autumn sowing or transplantation. Water is deficient in some canals in Sindh. Sowing of autumn crops is generally in progress, but is retarded in parts of Ahmedabad, Broach, the Deccan and the Carnatic. Transplantation is in progress in parts of Sindh, Ahmedabad, the Konkan, Nasik, Poona, Satara and Belgaum, but is retarded in parts of Ahmedabad, Kaira, Thana, Ratnagiri, Nasik and Baroda. Autumn seedlings have been damaged by locusts in parts of Khandesh, Ahmednagar and Poona; by rats or insects in parts of Hyderabad, the Upper Sindh Frontier, and Bijapur; and are suffering for want of sufficient moisture in parts of the Upper Sindh Frontier, Surat, Nasik, Ahmednagar, Poona and Dharwar. The fodder-supply, agricultural stock, and water-supply are generally adequate. Prices have fallen in one district; risen in two districts; and are stationary elsewhere.

**Bengal.**—The rainfall during the week was general and in some places heavy. Excessive rain has caused some damage to crops in Burdwan, Birbhum, the 24-Parganas, Nadia, Murshidabad, Patna, Gaya, Shahabad, Muzaffarpur, Monghyr and Ranchi. More rain is wanted in Dinajpur, Darbhanga, Cuttack and Angul. Transplantation of winter rice continues. Prospects are on the whole fair. Fodder and water are generally sufficient. The price of common rice has risen in eighteen districts; fallen in nine; and is stationary in the remainder.

**United Provinces.**—There has been good rain throughout the Provinces during the week. In places agricultural operations have been retarded by excessive rain and a break is wanted. Weeding of autumn crops and transplantation of rice are in progress. The standing crops are doing well and prospects are good. Preparation of fields for spring crops has commenced in places. Supplies and fodder are sufficient and prices are stationary.

**Punjab.**—Good rain has fallen during the week in the Umballa, Jullundur, Amritsar, Sialkot and Rawalpindi districts, and in parts of Hissar, Delhi and Shahpur. Slight showers have also been reported from other districts, except Lahore and Mooltan. More rain is wanted in Hissar, Ferozepore, Lahore, Amritsar, Shahpur and Mianwali. The price of wheat is rising in Umballa, Jullundur, Lahore, Amritsar and Mianwali; is falling in Ferozepore and Rawalpindi, and is unchanged elsewhere. The prices of other food-grains are fluctuating. Sowing of autumn crops has been stopped at Mianwali, and is retarded at Amritsar and Lahore for want of rain, but is in progress in other districts, especially on irrigated land. Sowing is finished in Lahore and nearly finished in Umballa and on irrigated land in Hissar. The standing crops are reported to be in good condition in Delhi, Umballa, Amritsar and Sialkot; are below the average in Jullundur and Lahore; in a precarious condition in Mianwali for want of rain; and are withering in parts of Ferozepore. Locusts appeared in parts of Delhi, Umballa, Lahore, Amritsar, and caused a little damage in parts of Umballa and in one village of Lahore. The cotton crop has been damaged to some extent in parts of Shahpur by an insect called "Toka." Cattle are generally in good condition. Fodder is sufficient in all districts.

**North-West Frontier Province.**—Rainfall—2 to 4 inches in Hazara, one to 2 inches in parts of Peshawar and Bannu and slight showers elsewhere. More rain is still wanted except in Hazara. Autumn crops are being cultivated and the standing crops are in fairly good condition. There is sufficient water in canals. The Indus is in high flood and has inundated the northern portions of the Dera Ismail Khan tahsil. The condition of cattle is good and stocks of food-grains and fodder are sufficient. Prices are slightly lower in Peshawar, but higher in Dera Ismail Khan owing to a brisk demand by exporting firms.

**Burma.**—Rain has fallen everywhere during the week. The fall was slight for Minbu and Magwe; heavy in the Ruby Mines district and along the Arakan and Tenasserim littorals, and moderate elsewhere. Transplanting of wet-weather paddy has commenced and sowing on hill sides is completed in Yamethin. Sowing and transplanting have recommenced in Amherst on floods abating. Agricultural operations are progressing satisfactorily. Sowing of *juar* has started in Pakokku and Sagaing. More rain is needed in Magwe, Meiktila, parts of Minbu and the north-eastern portion of Yamethin. In Myingyan the early sesamum and cotton plants are fading in places for want of rain. Crop prospects on the whole continue favourable. The price of paddy has risen considerably in Tharrawaddy and Minbu and slightly in Maubin, and has fallen slightly at four centres.

**Central Provinces.**—There was good rain during the week in Saugor, Hoshangabad, Betul, Sambalpur and in parts of Jubbulpore, but in other districts the falls were very light. Rain is much needed in Mandla, Seoni, Nimar, Wardha, Nagpur, Chanda, Bhandara, Bilaspur and throughout Berar. The condition of the standing crops is generally good, but a continuation of the break will cause anxiety. Transplantation of rice is being seriously delayed and young crops have begun to wither in the Basim and Wun districts of Berar. Prospects are good in the northern districts and satisfactory in the cotton and *juar* tracts of the Nagpur country. Sowings continue and weeding is in progress. Some damage to young crops is still being caused by locusts in Nimar, Betul, Wardha, Chanda, Akola, Basim, Ellihpur and Wun; and by grasshoppers in parts of Raipur. Prices show a general tendency to rise.

**Assam.**—There was rain in all districts during the week, it having been especially heavy in Sylhet. Ploughing for and transplanting of late rice; harvesting of early rice; plucking and manufacture of tea; and cutting of jute are in progress. Prospects of tea are good in Cachar and Nowgong and fair elsewhere. The growth of leaf has been checked by unfavourable weather in Sylhet. Prospects of sugarcane and cotton are generally fair and of jute fair in Sylhet and the Garo Hills and poor in Goalpara. Early rice has been submerged by floods in parts of Cachar, but a fair outturn is expected in all districts, except Goalpara, Kamrup and Nowgong, where the crop is indifferent. Prices—common rice—Sylhet and Dhubri, 16; Silchar, 15; Tezpur, 14; and Gauhati, Nowgong, Sibsagar and Dibrugarh 13 seers per rupee.

**Mysore.**—There was slight rain throughout the Province during the week. Prices are generally steady. The standing crops are in good condition. Prospects of the season are good. Cattle are healthy except in parts of Mysore. Water and fodder are available.

**Coorg.**—Rainfall—four inches 32 cents. Transplanting of rice continues. Prices of food-grains are normal. Water and fodder are ample.

**Hyderabad.**—Rainfall—22 cents. Autumn and early rice sowings continue and crops are in good condition except in a few talukas. Lands are being prepared for spring crops. Prices—wheat 13½, rice 11½, and *juar* 27½ seers per *halli* rupee.

**Rajputana.**—Rain fell throughout Rajputana during the week except in the Jaisalmer State. The maximum fall was 8 inches 60 cents in Jhalrapatan, and the minimum 4 cents at Sujangarh in Bikanir. Rain is badly needed in Bikanir, Marwar, Jaisalmer, and the hilly tracts of Mewar. Agricultural operations are generally satisfactory. Sowing and weeding of autumn crops are in progress. Agricultural stock is in a satisfactory condition. Fodder is generally sufficient. Prices are rising in four States; falling in five; and are steady elsewhere.

**Central India.**—The rainfall of the week was general everywhere in the Agency. It was however insufficient in parts of Indore and Bhopawar and sufficient elsewhere. Agricultural operations are in progress everywhere, but are retarded by incessant rain in Bundelkhand. The crops are in good condition in Gwalior, Bhopal, Baghelkhand, Malwa and Bhopawar; fair in Indore; and have been slightly damaged by locusts in parts of Indore and Bhopawar. Agricultural stock is in good condition and pasturage is generally sufficient. Prices are normal in Gwalior, Indore, Bhopal and Baghelkhand; stationary in Bundelkhand and Malwa; and rising in Bhopawar.

**Kashmir.**—The weather is bright and warm. Prices are stationary.

**Jammu.**—Rain has fallen throughout the Province during the week. Prices are stationary. Wheat sells from 12 to 24 and maize 14 to 44 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient. Autumn sowings have been completed.

**Nepal.**—Rainfall 4.95 inches. There has been heavy rain daily during the week. The standing crops are in good condition. The price of rice is 6½ seers per rupee.

J. WILSON,

Secretary to the Government of India.

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GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

RAILWAYS.	AVERAGE EARNINGS PER MILE PER WEEK.		RESULTS OF WORKING DURING 2ND-HALF OF YEAR.						RESULTS OF WORKING FOR OFFICIAL YEAR.					
	During 2nd-half of 1903.	During official year 1903-04.	Mean mileage worked.		Total earnings for week ending.		Earnings per mile open for week.		Total earnings from 1st to.		Increase.		Decrease.	
			1903.	1904.	25th July 1903.	23rd July 1904.	1903.	1904.	25th July 1903.	23rd July 1904.	1903.	1904.	1903.	1904.
<b>State and Guaranteed Railways.</b>			<b>Miles.</b>	<b>Miles.</b>	<b>R.</b>	<b>R.</b>	<b>R.</b>	<b>R.</b>	<b>R.</b>	<b>R.</b>	<b>R.</b>	<b>R.</b>	<b>R.</b>	<b>R.</b>
East Indian	658	689	1,971	1,971	12,21,278	12,57,000	620	653	43,27,033	42,92,000	...	...	35,033	...
Bengal Central	246	212	139	139	18,979	22,800	144	164	68,590	70,400	1,810	...	...	14,55,834
Bengal Nagpur (incldg. Raipur-Dhamtari 2' 6")	153	175	1,805	1,917	2,28,326	3,53,000	127	184	8,55,152	10,62,000	2,06,848	...	...	9,26,302
Great Indian Peninsula system	459	560	1,569	1,569	4,90,210	7,23,000	312	461	21,47,023	22,15,000	67,967	...	...	...
Indian Midland (incldg. Bhopal-Itarsi)	156	182	916	924	1,00,970	1,09,000	110	118	4,09,195	4,12,000	2,805	...	...	...
Berwada extn. (East Coast State)	243	260	21	21	5,216	4,200	248	200	15,618	13,700	...	...	1,918	...
North Western (incldg. Nowshera-Dargai 2' 6")	301	307	3,266	3,266	9,01,105	13,64,000	276	418	31,10,146	42,29,000	11,18,854	...	...	...
Oudh and Rohilkhand (incldg. m. g.)	202	220	1,163	1,216	2,40,335	2,49,000	207	285	8,07,571	8,25,000	17,429	...	...	...
Eastern Bengal (incldg. metre and 2' 6")	466	400	899	(a) 977	3,80,959	(a) 2,67,000	424	273	9,48,767	(b) 8,19,000	...	...	1,29,767	...
Bombay, Baroda and Central India	591	692	461	504	1,81,039	2,31,000	393	458	8,59,740	8,03,000	...	...	56,740	...
Madras	262	275	901	905	2,37,432	2,52,000	264	278	8,80,266	8,64,000	...	...	1,5,266	...
North-East line	163	179	494	495	83,233	86,000	168	174	2,82,923	2,85,000	2,077	...	...	...
Hardwar-Dehra	145	159	32	32	4,442	4,800	139	150	15,959	14,900	...	...	2,059	...
Rajputana-Malwa (incldg. Godhra-Ratlam-Nigadi 5' 6")	213	236	1,784	1,784	3,13,917	3,42,000	176	192	13,58,556	11,75,000	...	...	1,83,556	...
Palanpur-Deesa	28	32	17	17	550	500	32	29	1,910	1,700	...	...	...	...
South Indian	209	210	1,124	1,124	2,36,294	2,31,000	210	205	8,24,874	8,03,000	...	...	81,874	...
Tinnevely-Quilon	104	99	19	19	2,438	5,400	128	69	9,557	17,600	8,043	...	...	...
Tanjore District Board	104	101	71	90	7,212	11,300	101	114	31,256	37,900	6,644	...	...	...
Southern Mahrattā (incldg. Gt. M. From sec.)	109	123	1,165	1,165	1,53,193	1,59,000	106	130	5,28,489	4,87,000	...	...	41,489	...
Myore section (Southern Mahrattā)	94	102	296	296	24,219	25,300	82	85	92,401	72,200	...	...	20,201	...
Bengal and N.-W. (incldg. Tithoo sec.)	153	176	1,330	(b) 1,406	2,04,468	(b) 1,83,000	154	190	6,98,076	(b) 6,55,000	...	...	43,076	...
Lucknow-Bareilly	113	130	200	200	26,594	18,300	133	91	90,056	70,300	...	...	19,756	...
Assam-Bengal	79	75	643	740	45,660	42,800	90	57	1,44,312	1,56,000	21,688	...	...	...
Burma	176	204	1,337	1,337	2,32,303	2,30,000	174	179	7,44,775	7,51,000	6,226	...	...	...
Podipur-Hyderabad (British section)	88	94	124	124	9,291	10,800	75	87	38,770	36,300	...	...	2,470	...
Nilgiri	273	319	17	17	2,993	6,400	176	376	15,916	18,300	2,384	...	...	...
Special } Jorhat	67	57	28	30	2,323	1,600	83	53	7,737	5,100	...	...	2,637	...
gauge. }														
<b>Total</b>	276	207	21,701	22,121	53,25,669	62,28,900	244	279	1,93,75,678	2,02,01,400	8,25,728	...	...	48,83,486

Standard Gauge.	South Bihar	121	126	70	79	10,244	8,900	113	34,302	36,200	...	4,002	1,57,057	1,84,000	16,843	...	
Southern Punjab (Delhi-Samastia)	Rajpura-Bhāinda	93	98	425	425	27,150	56,000	64	1,10,863	1,86,000	69,137	...	6,76,408	8,51,000	1,74,592	...	
	Ludhiana-Dhuri-Jakhal	81	76	79	79	6,422	6,200	81	21,977	20,000	1,434	...	3,24,976	3,07,000	...	17,976	
	The Mizan's Guaranteed State	211	237	334	334	62,615	84,700	187	2,21,639	2,38,000	16,361	...	14,42,154	13,83,000	...	59,154	
	Yapli Valley	80	91	155	155	7,095	7,300	46	34,130	25,800	...	6,330	2,36,188	2,19,000	...	17,188	
	Petlad Camboy	68	81	33	33	1,638	2,200	67	7,058	7,000	842	...	49,503	54,700	...	5,197	
The Gachwar's railway	Nagda-Ujjain	51	65	34	34	1,733	1,900	51	5,375	6,000	625	...	40,872	42,500	...	4,372	
	Bina-Goonā-Bārān	39	44	148	148	3,558	3,100	24	15,420	14,200	...	1,220	1,00,878	1,45,000	...	...	
	Bhopal-Ujjain	61	70	114	114	7,543	4,900	66	89,080	16,400	...	12,680	1,61,362	1,42,000	...	19,362	
	Kolar Gold-fields	405	425	10	10	3,570	4,800	357	15,842	17,400	1,558	...	69,899	79,000	9,101	...	
	Robikhand and Kumson (Co.'s sec.)	157	158	66	66	12,464	10,500	189	33,648	41,400	7,752	...	1,91,240	2,04,000	12,760	...	
Metre Gauge.	Noakhali (Bengal)	30	30	35	35	612	800	20	1,931	2,800	869	...	(4) 6,873	15,400	8,527	...	
	Mymensingh-Jamalpur-Jagannathgani	97	85	53	53	3,146	2,000	60	9,986	8,900	...	1,086	52,721	46,900	...	5,821	
	Bengal-Doonars	210	171	36	36	8,634	7,700	240	21,899	22,600	701	...	75,561	91,500	15,939	...	
	Bengal-Doonars extensions	90	66	117	117	7,236	7,300	62	18,493	22,000	3,507	...	96,477	1,07,000	10,323	...	
	Dibru-Sadiya	239	232	78	78	18,445	18,000	236	65,875	60,400	...	5,475	2,94,305	3,09,000	14,695	...	
Metre Gauge.	Shoranur-Cochin	105	109	65	65	7,160	6,800	110	23,109	30,200	7,091	...	1,21,210	1,34,000	12,790	...	
	Ahmedabad-Pārantij	47	57	55	55	1,948	2,700	35	9,687	9,300	...	387	55,710	67,200	11,490	...	
	Ahmedabad-Dholka	49	50	34	34	1,332	1,500	39	5,442	5,200	...	242	25,008	30,200	5,192	...	
	The Gachwar's railway	54	62	134	134	6,440	7,500	48	24,914	25,700	786	...	1,52,009	1,53,000	991	...	
	Kolhapur	81	88	29	29	2,312	2,900	80	8,778	5,900	1,122	...	43,818	56,300	12,482	...	
Special Gauge.	Yeshwantpur-Mysore Fron. sec. (incldg. M. Nanjangūd)	80	85	67	67	5,191	8,100	77	16,421	24,800	8,379	...	93,996	1,36,000	42,004	...	
	Birur-Shimoga	29	33	38	38	291	1,200	21	3,302	3,800	298	...	20,783	22,600	1,817	...	
	Hyderabad-Gōdāvari Valley	87	108	302	302	26,429	38,800	67	1,15,595	1,13,000	...	2,595	8,89,631	8,02,000	...	87,631	
	Bhayanagar-Gondal-Junāgadh-Portbandar	75	96	334	334	18,052	23,300	54	80,393	73,700	...	6,693	5,93,539	6,76,000	81,461	...	
	Jetalsar-Rajkot	65	75	46	46	2,202	2,900	48	10,027	9,400	...	627	58,621	62,500	3,877	...	
Special Gauge.	Jamnagar	49	53	54	54	2,140	2,000	40	7,742	6,300	...	1,442	51,860	43,500	...	8,260	
	Dhāragadh	31	40	21	21	713	1,000	34	2,815	2,800	...	35	19,400	21,300	1,891	...	
	Jodhpur-Bikaner	49	59	700	700	31,789	39,900	45	1,45,191	1,51,000	5,809	...	7,97,452	8,04,000	6,548	...	
	Udaipur-Chitor	45	51	67	67	2,488	2,800	37	10,399	8,300	...	9,099	58,705	38,400	...	20,305	
	Darjeeling-Himalayan	348	366	51	51	18,593	16,000	365	61,239	55,000	...	6,839	3,57,959	3,55,000	...	2,959	
Special Gauge.	Kalka-Simla (d)	73	108	...	...	3,666	11,000	...	...	30,000	36,000	...	...	2,03,000	2,03,000	...	...
	Cooch Behar	81	73	34	34	3,353	1,700	108	9,415	6,200	...	3,215	36,909	36,900	...	9	
	The Gachwar's Dabdoi	44	59	88	88	3,353	3,000	38	13,478	12,400	...	1,078	1,11,367	1,13,000	1,633	...	...
	Rajpura	19	24	37	37	565	700	15	2,498	2,300	...	198	17,358	17,000	...	358	
	Morvi	59	63	94	94	4,916	6,100	52	21,451	20,300	...	1,151	1,11,562	1,36,000	24,438	...	...
Special Gauge.	Barsi	105	141	22	22	2,078	3,000	94	7,860	7,100	...	700	53,358	57,400	3,842	...	...
	Total	97	107	4,443	4,508	3,68,830	4,68,600	83	14,14,824	15,07,900	93,076	...	84,30,858	89,22,400	4,91,342	...	...
GRAND TOTAL	246	265	26,234	26,861	56,94,499	66,97,500	217	2,07,90,302	2,17,09,300	9,18,798	...	...	11,78,94,972	12,32,70,000	53,75,028	...	...

(b) Includes the Sagauli-Raxaul railway purchased by the State.

(c) From 1st May to 25th July 1903.

(d) Opened from 9th November 1903.

A. R. JACOBSON,  
Offg. Under Secretary to the Govt. of India.

SIMLA, the 4th August, 1904.

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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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**WHOLESALE AND RETAIL PRICES IN THE FIRST HALF OF  
JULY 1904 OF:**

RICE  
WHEAT AND FLOUR  
BARLEY  
JAWAR AND RAJRA  
BAGI  
KANGNI

MAHES  
GRAM AND PULSES  
GHI  
SUGAR  
SALT  
TOBACCO

TURMERIC  
GRASS AND STRAW  
JAWAR STALKS  
BHUSA  
SHEEP, GOATS, AND BULLOCKS



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE FIRST HALF OF JULY

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Burma*—</b>												
<i>Tenasserim—</i>												
Mergui . . . . .	...	...	97.60	81.63	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	85.16	85.56	55.65	55.65	...	...	...	...	...	...
Monimela and Amherst . . . . .	...	...					...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Bangoon . . . . .	...	...	20.78	22.23	27.12	30.19	...	...	...	...	...	...
Thongwa . . . . .	...	...	31.68	31.68	...	...	...	...	...	...	...	...
Bamala . . . . .	...	...	31.07	41.29	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Hensada . . . . .	...	...	28.19	37.65	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	26.89	34.97	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	35.16	35.75	18.18	31.07	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	31.37	40.78	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kynakpya . . . . .	...	...	30.77	36.80	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...			...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Braknaputra—</i>												
Goalpara . . . . .	18.6	18	27.5	30	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	27.5	32.8	...	...	...	...	...	...	...	...
<b>Bengal*—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	50	60	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	25.75	31.35	23.5	21.25	...	...	12.5	13.75	...	...
<i>Delhi*—</i>												
<i>Midnapur . . . . .</i>	...	...	26.67	30.25	...	...	...	...	...	...	...	...
<i>Calcutta . . . . .</i>	...	...	40	40	30	30	...	...	28.75	22.5	32.5	33.5
<i>Central—</i>												
Bardwan . . . . .	...	...	33.18	34.37	...	...	...	...	...	...	...	...
Fabna . . . . .	...	...	28.59	31.83	20.62	23.12	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	50	35	31.08	35	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	21.63	23.44	25.61	29.06	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	21.37	27.5	20.63	23.12	...	...	15	16.72	13.75	20
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	25.04	30.1	24.06	26.25	...	...	17.5	19.09	...	...
Munabarpur . . . . .	...	...	26.56	27.5	25	27.5	...	...	14.84	16.56	...	...
<b>United Provinces:</b>												
<i>(a) Agra—</i>												
<i>Eastern—</i>												
Bonares . . . . .	19.06	17.5	32.6	30.57	24.53	25.47	31.98	29.79	16.56	18.97	...	16.77
<i>Central—</i>												
Cawnpore . . . . .	17.76	22.24	30.78	34.79	23.34	25.42	25.78	29.68	15.90	19.59	...	...
Jhansi . . . . .	20	20	38.23	40.91	24.27	26.59	...	...	14.27	19.06	15.52	19.46
<i>Western—</i>												
Meerut . . . . .	...	...	36.46 to 50	36.46	22.80	24.67	28.20	32.66	14.27	16.18	15.36	25.96
Agra . . . . .	25	19.06	51.26	47.68	24.06	25.34	27.19	29.79	15.99	20.47	16.09	19.51
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	...	...	...	21.67	23.49	...	...	13.12	15.28	...	...
<i>(b) Oude—</i>												
<i>Southern—</i>												
Lucknow . . . . .	18.75	20	33.83	34.43	23.44	25.78	29.44	31.98	13.96	16.67	17.81	19.53
<i>Northern—</i>												
Fyzabad . . . . .	17.5	20	37.5	40	23.91	24.58	...	...	15.80	17.4	...	16.04

\* The figures under "Rice, husked" represent the prices of common rice

(The figures state prices in rupees per ten maunds)

BAJRA		RAGI		MAIZE		GRAM		ARHAR DAL		GMI		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
												Burma—
												Tenasserim—
												Mergui
												Tavoy
						46'75	40'76	50	50			Moulmein and Amphur
												Pegu (deltaic)—
						23'28	24'62	25'4	23'36			Rangoon
						28'19	32'16					Thongwa
												Bassein
												Pegu (inland)—
						33'67		45'71	48'19			Honnada
						36'50	38'1					Toungoo
												Upper Burma—
				14'07	15'53	25	26'02	40'78	45'39			Mandalay
						16'67	23'36	40'25	41'39			Bhamo
												Pakòkku
												Arahan—
						89'1	40	50	50			Kyaukpyn
												Akyab
												Assam—
												Brahmaputra —
												Goalpara
												Ganhati
												Bengal—
						40	30	45	42'5	260	335	Eastern—
						24'37	25	23'75	25	430	400	Chittagong
												Dacca
						{ 23'75 to 25'75 30 }	{ 24'37 to 25'75 25 }	{ 33'5 44 }	{ 37'5 42'5 }	{ 380 390 }	{ 395 to 410 390 }	Deltaic—
26'26	25				22'5							Midnapur
												Calcutta
						21'37	22'5	30'04	33'75	330	300	Central—
						22'12	23'59	31'37	39'22	330	350	Hardwan
												Farrukhabad
					25'75	21'09	25'25	33'33	35	230'25	300	Northern—
												Rampur
						21'33	18'75	19'59	25'31	332'5	345'75	Oriya—
												Cuttack
				18'75	18'72	17'5	18'75	24'37	16'72	230	{ 260 to 270 }	Bihar, south—
												Patna
				17'5	18'44	19'37	19'37	25'62	26'28	310	312'5	Bihar, north—
				14'37	16'34	19'06	19'06	25	25	320	276'12	Bhagalpur
												Muzaffarpur
												United Provinces:
												(a) AGRA—
						17'6	17'71	28'35	29'70	335'20	308'8	Eastern—
												Benares
15'30	18'18			18'8		18'18	20			301'74	320	Central—
						16'57	21'04			305	274'70	Cawnpore
												Jhansi
18'04	21'04			12'5	15'39	17'6	21'51	21'07	30'78	336'37	290'62	Western—
16'25	19'48					17'5	21'46	27'5	38'07	294'22	276'23	Meerat
												Agra
						20'78				340	300	Submontane, west—
												Shahjahanpur
												(b) OUDH—
												Southern—
18'59	19'06			15'33	17'19	19'69	20			320	330	Lucknow
						17'3	17'76			340	320	Northern—
												Fyzabad

WHOLESALE PRICES FOR THE FIRST HALF OF JULY—continued

Districts	SUGAR, RAW (Cwt)		SALT		TOBACCO LEAF		TURMERIC		GRAPE		STRAW	
	1904	1905	1904	1905	1904	1905	1904	1905	1904	1905	1904	1905
Burma—												
TANANARIVU—												
Mergui	100	100	18-88	9-04	...	...	...	...	...	...	...	...
Tavoy	100	100	22-54	22-54	...	...	...	...	...	...	...	...
Moulmein and Amherst	100	100	18-77	18-77	...	...	...	...	...	...	...	...
Pegu (deltaic)—												
Rangoon	100	100	19-05	19-05	...	...	...	...	...	...	...	...
Thongwa	100	100	22-48	22-48	...	...	...	...	...	...	...	...
Bassein	100	100	22-61	22-61	...	...	...	...	...	...	...	...
Pegu (inland)—												
Hauzada	100	100	21-26	21-26	...	...	...	...	...	...	...	...
Toungoo	100	100	24-24	24-24	...	...	...	...	...	...	...	...
Upper Burma—												
Mandalay	100	100	22-54	22-54	...	...	...	...	...	...	...	...
Bhamo	100	100	24-71	24-71	...	...	...	...	...	...	...	...
Pakoke	100	100	24-71	24-71	...	...	...	...	...	...	...	...
Aran—												
Kyanbpya	100	100	21-05	21-05	...	...	...	...	...	...	...	...
Akyab	100	100	21-05	21-05	...	...	...	...	...	...	...	...
Assam—												
Brahmaputra—												
Goalpara	55	48-12	...	...	...	...	...	...	...	...	...	...
Gauhati	100	100	...	...	...	...	...	...	...	...	...	...
Bengal—												
Eastern—												
Chittagong	55	50	37-5	36-87	100	100	...	...	...	...	...	...
Dacca	57-5	50	39-37	35	75	75	...	...	2-5	2-5	...	...
Deltaic—												
Midnapur	{ 50 to 52-5 }	52-5	28-75	28-75	{ 80 and 80 }	{ 70 and 80 }	...	...	...	...	6-97	12-5
Calcutta	42-5	42-5	26-25	26-25	80	80	...	...	11-25	10	7-5	7-5
Central—												
Bardwan	47-5	40	27-5	28-12	...	...	...	...	...	...	10	6-25
Pabna	44-87	42-75	30-94	33-12	110	92-5	...	...	...	...	8-75	10
Northern—												
Rangpur	62-19	52-5	33-23	30	44-48	30	...	...	1-87	1-50	7-5	4-37
Orissa—												
Orissa	40	41-25	25	25	42-5	41-25	...	...	4-03	5	4-37	4-37
Bihar, south—												
Patna	40	37-5	29-37	31-25	35	40	...	...	3-12	4-37	...	...
Bihar, north—												
Bhagalpur	47-5	40	28-91	29-37	45 to 90	35	...	...	...	...	...	...
Muzaffarpur	35	30-78	31-67	31-97	80	80	...	...	...	...	...	...
United Provinces:												
(a) AGRA—												
Eastern—												
Banars	45-68	40-68	...	...	...	...	...	...	...	...	...	...
Central—												
Cawnpore	42-08	42-08	...	...	52-5	55	30	52-5	...	...	...	...
Jhansi	53-28	50	...	...	...	...	57-19	68-07	...	...	...	...
Western—												
Meerut	...	...	...	...	...	...	...	...	...	...	...	...
Agra	40	38-07	...	...	30	128-07	45	48-75	5	8-75	...	4-01
Submontane, west—												
Bahahampur	...	...	...	...	...	...	{ 55 and 60 }	{ 55 and 60 }	...	...	...	...
b. OUDH—												
Southern—												
Lucknow	45	50	...	...	60	60	...	...	3-63	8-25	...	...
Northern—												
Fyzabad	32-4	36-23	...	...	...	...	...	...	...	...	...	...

(The figures state prices in rupees per ten maunds)

JAWAR STALKS		BRUSA		SHEEP, PER SCORE		GOATS, PER SCORE		PLOW BULLOCKS, PER PAIR		Districts
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
										Burma—
										Tenasserim—
212	208	488	244	342	114	201	141	242	177	Mergui
206	182	455	228	298	222	221	142	190	115	Tavoy
250	221	130	20	642	202	194	200	177	112	Monimela and Amherst
										Pegu (deltaic)—
201	121	155	222	220	107	220	112	210	222	Bangoon
221	220	121	222	221	222	112	212	112	222	Thongwa
201	222	112	212	211	211	112	222	212	222	Bassoon
										Pegu (inland)—
222	122	212	222	212	112	222	212	212	222	Hennada
211	222	212	222	212	112	212	212	212	222	Toungoo
										Upper Burma—
212	222	212	212	222	222	212	222	212	222	Mandalay
212	222	212	222	222	222	212	222	212	222	Bamo
222	222	212	222	222	222	212	222	212	222	Jakokke
										Arakan—
212	222	212	222	222	222	212	222	212	222	Kyaukpyn
212	222	212	222	222	222	212	222	212	222	Akyab
										Assam—
										Brahmaputra
212	222	212	222	222	222	212	222	212	222	Gualpara
212	222	212	222	222	222	212	222	212	222	Gauhati
										Bengal—
										Eastern—
222	222	212	222	222	222	212	222	212	222	Chittagong
212	222	212	222	222	222	212	222	212	222	Dacca
										Deltaic—
222	222	212	222	222	222	212	222	212	222	Midnapur
222	222	212	222	222	222	212	222	212	222	Calcutta
										Central—
222	222	212	222	222	222	212	222	212	222	Bardwan
222	222	212	222	222	222	212	222	212	222	Pabna
										Northern—
212	222	212	222	222	222	212	222	212	222	Rangpur
										Orissa—
212	222	212	222	222	222	212	222	212	222	Cuttack
										Bihar, south—
222	222	212	222	222	222	212	222	212	222	Patna
										Bihar, north—
222	222	212	222	222	222	212	222	212	222	Bhagalpur
222	222	212	222	222	222	212	222	212	222	Muzaffarpur
										United Provinces:
										(a) AGRA—
										Eastern—
222	222	212	222	222	222	212	222	212	222	Benares
										Central—
222	222	212	222	222	222	212	222	212	222	Cawnpore
222	222	212	222	222	222	212	222	212	222	Jhansi
										Western—
222	222	212	222	222	222	212	222	212	222	Meerut
222	222	212	222	222	222	212	222	30	28-25	Agra
222	222	212	222	222	222	212	222	{ 40 and 50 }	{ 40 and 60 }	Submontane, west—
										Bhujahampur
										(b) OUDH—
										Southern—
222	222	212	222	222	222	212	222	212	222	Lucknow
222	222	212	222	222	222	212	222	30	30	Northern—
										Fyzabad

## WHOLESALE PRICES FOR THE FIRST HALF OF JULY—continued

DISTRICTS	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Rajputana—</b>												
Eastern— Ajmer . . . . .	12.5	15.5	...	...	26.83	32.03	...	...	19.06	25	18.67	21.04
<b>Panjab—</b>												
Southern— Ferozpur . . . . .	19.06	20	44.37	44.37	20	23.59	36.72	28.59	13.97	14.64	18.75	20
Central— Lahore . . . . .	24.06	22.66	36.07	44.43	21.74	21.68	24.79	28.04	13.07	16.04	18.07	22.55
South-eastern— Jullhi . . . . .	...	...	42.12	40	21.27	26.25	30.78	31.2	15.42	17.81	14.22	20
Submontane— Amritsar . . . . .	21.04	25	38.07	41.04	19.63	21.35	22.24	24.68	...	...	13.54	20.58
Northern— Rawalpindi . . . . .	16.18	22.10	50	53.55	23.28	25	28.67	28.59	15.33	19.69	15.36	23.44
Western— Multan . . . . .	16.87	20	28.54	30.78	23.59	24.67	28.54	33.33	14.79	19.06	14.79	21.01
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	44.27	38.75	20.37	30.05	...	...	...	...	16.25	...
Shikarpur . . . . .	...	...	35	37.19	25	25.94	...	...	15.68	...	15.75	...
Quetta . . . . .	...	...	...	...	25 to 30	31.25 to 32.5	57.5	57.5	18.12 to 19.37	23.12	15	31.25
<b>Bombay—</b>												
Deccan and Konkan— Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	12.81
Poona . . . . .	...	...	...	39.95	...	...	...	...	...	...	...	...
Khandesh and N.E. Deccan— Ahmadnagar . . . . .	...	...	43.54	40.52	26.46	...	...	...	...	...	10.17	18.8
Dhulia . . . . .	...	...	...	...	33.44	...	...	...	...	...	...	18.7
Gujarat— Surat . . . . .	17.23	...	...	...	30.26	...	...	...	...	...	23.8	...
Ahmadabad . . . . .	...	...	34.69	...	25.94	...	...	...	...	...	17.81	...
<b>Central Provinces—(c)</b>												
Western— Nagpur . . . . .	...	...	28	30	24	30	33.25	40	...	...	21.02	20.63
Central— Jubbulpore . . . . .	...	...	28.5	34.75	23.5	25	28.5	30.75	...	...	...	16.62
Eastern— Raipur . . . . .	...	...	24	32	20	25.5	27.5	30.5	...	...	...	20
<b>Bihar—</b>												
Basin . . . . .	...	...	...	...	27.82	33.87	...	...	...	...	32	17.25
Akols . . . . .	...	...	50	75	33.25	41.62	40.5	50	...	...	20.5	20.75
Billichpur . . . . .	...	...	47	61.5	33.25	40	44.37	47	...	...	25	21.25
Amraoti . . . . .	...	...	37	47.5	30	37.5	34	40	...	...	21.25	20
<b>Madras—</b>												
South, central— Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	14.4	19.2
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central— Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	12.8	17
Onddypah . . . . .	19.5	19.5	...	...	...	...	...	...	...	...	17.4	14.8
Karnel . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central— Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south— Madras . . . . .	21	21.3	35.6	34.8	...	...	...	...	...	...	...	...
Tanjore . . . . .	20.8	20.3	31.5	33.4	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern— Madura . . . . .	...	...	...	...	...	...	...	...	...	...	19.1	18.6
<b>Mysore—</b>												
Mysore . . . . .	17.25	21.93	31.09	40.22	39.23	39.19	43	49.93	...	...	9.25	15.5
Bangalore . . . . .	15.67	20.44	34.07	43.36	31.33	35.02	56.95	55.95	...	...	...	...

(a) The figures under "Rice, husked" represent the prices of cleaned rice or shanwāl

(The figures state prices in rupees per ten maunds)

RAJRA		RAGI		MAIZE		GRAM		ARHAR DAL		GRI		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
21.04	25	...	...	14.79	21.04	20.31	25.78	...	...	320	320	Rajputana -
												Western -
												Ajmer
14.84	18.75	...	...	11.41	17.84	15.47	17.84	40	40	355	315	Panjab -
10.2	22.18	...	...	10.28	17.19	14.32	17.61	40	57.19	328.44	305	Eastern -
17.6	20.59	...	...	13.33	17.81	16.3	20.52	30.78	30.78	365	323.5	Perospar
...	...	...	...	...	...	18.58	17.19	...	...	...	...	Central -
15.99	21.87	...	...	15.99	19.81	15.63	20	33.33	33.12	320	305.35	Lahore
17.76	23.49	...	...	13.75	20	16.98	22.19	...	...	336.68	304.74	South-eastern -
												Delhi
14.06	...	...	...	...	...	20	17.03	...	...	331.95	...	Submontane -
...	...	...	...	21.25	...	...	...	40	42.5	310 to 340	300 to 325	Amritsar
												Northern -
												Rawalpindi
												Western -
												Multan
												Sind and Baluchistan -
												Karachi
												Shikarpur
												Quetta
22.34	31.3	...	...	...	...	25.23	27.19	35.78	...	...	...	Bombay -
19.28	18.26	...	...	...	...	23.28	...	...	...	...	...	Deccan and Karnatak -
24.48	23.19	...	...	...	...	23.23	23.41	34.79	...	...	...	Dharwar
						24.17	...	...	...	...	...	Sholapur
						24.48	...	44.69	...	...	...	Poona
												Khandesh and N.-W. Deccan -
												Ahmadnagar
												Dhulia
												Gujarat -
												Surat
												Ahmedabad
												Central Provinces -
						20	24	28	44	400	350	Western -
						16.62	18	25	33.25	300	260	Nagpur
						16	35	22	36	275	270	Central -
												Jubbulpore
												Eastern -
												Balpur
						22.37	23.12	33.35	43.75	371.35	304.75	Berar -
	31.17	...	...	...	...	25	28.5	33.35	44.37	400	320.87	Bilal
	25	...	...	...	...	25	27.5	33.75	40	360	300	Akola
	22.5	...	...	...	...							Ellichpur
												Amraoti
												Madras -
18.2	21	...	...	...	...	30.4	33.1	...	...	353.2	326	South, central -
...	...	13.2	15.5	...	...	...	...	26.0	...	351	323.8	Coimbatore
...	...	...	...	...	...	23.1	28.4	...	...	354	317.4	Salun
14.8	15.5	...	...	...	...	...	...	...	...	343.2	308.2	Central -
...	...	...	...	...	...	...	...	...	...	...	...	Bellary
...	...	...	...	...	...	...	...	...	...	...	...	Cuddapah
...	...	...	...	...	...	...	...	...	...	...	...	Karnal
...	...	15.8	15.2	...	...	...	...	20.4	28	...	...	East Coast, central -
...	...	...	...	...	...	...	...	...	...	...	...	Nellore
...	...	...	...	...	...	25.8	28.4	...	...	312.7	320.2	East Coast, south -
...	...	...	...	...	...	...	...	...	...	...	...	Madras
...	...	14.2	19	...	...	...	...	...	...	...	...	Tanjore
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly
22.7	26.9	...	...	...	...	...	...	31.4	26.7	...	...	Southern -
												Madura
												Mysore -
		10.75	15.66	...	...	14.25	13.08	53.44	71.25	302.87	308.71	Mysore
		11.43	15.38	...	...	15.31	14.98	45.71	60.25	342.85	351.48	Bangalore

## WHOLESALE PRICES FOR THE FIRST HALF OF JULY—continued

Districts	SUGAR, RAW (66%)		SALT		TOBACCO LEAF		TURMERIC		GRASS		STRAW	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Rajputana—</b>												
Eastern—												
Ajmer . . . . .	44.08	80	...	...	...	...	...	...	4.87	5	3.83	3.83
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	40	40	...	...	80	80	57.19	76.23	4.01	3.23	5	4.08
Central—												
Lahore . . . . .	42.66	42.08	...	...	47.03	57.13	66.87	73.71	6.67	10	4.43	6.67
South-eastern—												
Delhi . . . . .	36.3	...	...	...	61.54	61.55	66.87	66.87	...	6.67	7.24	8.86
Submontane—												
Amritsar . . . . .	36.35	...	...	...	...	...	...	...	...	...	4.43	6.43
Northern—												
Rawalpindi . . . . .	39.13	34.87	...	...	...	...	66.87	65	6.67	6.67	5.47	7.81
Western—												
Multan . . . . .	47.08	46.23	...	...	80	80	80	80	4.01	4.01	3.46	5
<b>Sind and Baluchistan—</b>												
Karachi	...	58.25	...	...	...	...	...	...	...	...	...	...
Shikarpur . . . . .	33.91	...	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan and Karnatak—												
Dharwar . . . . .	39.01	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Khandesh and N.E. Deccan—												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhule . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	65	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	33.25	34	61.5	66.82	66.82	57	...	...	...	...
Eastern—												
Balpur . . . . .	...	...	30	30	100	140	30	50	...	...	...	...
<b>Berar—</b>												
Baich . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akola . . . . .	...	33.88	33.25	...	127.25	125.75	57.25	57.12	4	...	...	...
Bilchpur . . . . .	...	61.54	34	...	133.25	160	61.5	61.5	10	10	...	...
Amritoli . . . . .	...	41.25	30	...	140	185	62.5	52.5	6	...	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	44.3	33	...	...	...	...	41.6	...	...	...	...	...
Salem . . . . .	...	...	...	...	102.7	115.6	34.3	20.8	...	...	3.9	6.9
Central—												
Bellary . . . . .	31.2	27.7	...	...	...	...	...	...	...	...	...	...
Guddeph . . . . .	...	...	...	...	...	...	25.4	24.6	...	...	...	...
Kannur . . . . .	...	...	...	...	49.4	49.4	41.1	32.9	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	3.9	3.9
East Coast, south—												
Madras . . . . .	30.7	29.5	...	...	123.4	123.4	37.8	31.2	...	...	...	...
Tanjore . . . . .	...	...	...	...	72	25.7	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern—												
Madura . . . . .	...	...	...	...	107.4	108.8	...	...	...	...	4.3	4.3
<b>Mysore—</b>												
Mysore . . . . .	35.5	45.5	...	...	200.26	274.36	64	33.5	5	5	4	4
Bangalore . . . . .	51.43	47.16	...	...	208.57	208.57	40.9	40.71	7.61	9.1	6.83	7.81

(The figures state prices in rupees per ten maunds)

JAWAR STALKS		BRUSA		SHEEP, PER SCORE		GOATS, PER SCORE		PLOWN BULLOCKS, PER PAIR		Districts
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
3-91	2-5	...	...	140	140	...	...	80	...	Rajputana— Eastern— Ajmer
5-28	...	...	...	30	30	...	...	75	75	Panjab— Southern— Ferozepur
...	...	...	...	100	100	...	...	112-5	112-5	Central— Lahore
5-03	5	...	...	30	30	...	...	120	120	South-eastern— Delhi
...	...	...	...	50	...	...	...	...	...	Submontane— Amritsar
10	10	...	...	70	70	...	...	80	80	Northern— Rawalpindi
4-01	10	...	...	50	50	...	...	70	70	Western— Multan
...	...	...	...	96-25	...	...	...	42	...	Sind and Baluchistan Karachi Shikarpur
...	...	5-04	9-37	40 to 140	40 to 140	...	...	...	...	Quetta
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan and Karnatak— Dharwar Sholapur Poona
...	...	...	...	...	...	...	...	...	...	Khandesh and N.-E. Deccan— Ahmadnagar Dhulia
...	...	...	...	80	...	...	...	...	...	Gujarat— Surat Ahmadabad
...	...	...	...	60	60	...	...	100	100	Central Provinces— Western— Nagpur
...	...	...	...	55	50	...	...	35	42-5	Central— Jubbulpore
...	...	...	...	...	...	...	...	45	...	Eastern— Raipur
15	...	...	...	80	...	...	...	100	...	Berar— Dasm Akola Bilaspur Amravati
6	4	...	...	70	65	...	...	90	80	
11	...	...	...	60	50	...	...	150	150	
...	...	...	...	65	65	...	...	80	80	
1-6	1-2	...	...	75	75	75	75	...	50	Madras— South, central— Coimbatore Salim
3-4	3-7	...	...	80	80	80	80	100	100	Central— Bellary Chidambur Karnal
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore
...	...	...	...	53-75	55	53-75	55	...	...	East Coast, south— Madras Tanjore Trichinopoly
...	...	...	...	80	80	80	80	...	...	
...	...	...	...	...	...	...	...	40	40	Southern— Mudra
8-75	4-5	...	...	100	100	...	...	70	70	Mysore— Mysore
...	...	...	...	150	140	...	...	120 to 150	120 to 150	Bangalore

J. A. ROBERTSON

Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta, August 12, 1904



GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE FIRST HALF OF JULY 1904 (*The figures*

Districts	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAHRA OR GUMBU (Pennisetum typhoides)	
	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Best sort		Common		Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month
					Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month				
Burma--												
Tenasserim--							10 6	10 6				
Mergui					13 1	12 12	14 1	13 11				
Tavoy					9 12	9 12	10 8	10 8				
Moulmein and Amherst	6 13	6 13										
Pegu (deltaic)--					9 8	9 8	10 4	10 4				
Pegu	13 12	13 12			16 4	16 4	17 12	17 12				
Bangkok					10 11	10 11	11 9	11 9				
Thongwa					10 14	10 8	13 3	12 14				
Bassia												
Pegu (inland)--					9 6	16 8	10 12	11 6				
Tharawadi					10 6	10 6	13 13	13 13				
Honsada					10 12	10 8	11 8	12 1				
Prome					14 6	14 6	13 8	13 8				
Toungoo					11 2	10 12	13 2	13 2				
Thayetnyo												
Upper Burma--					11 2	11 6	11 13	11 13				
Mandalay	21 1	21 1			8 14	8 14	12 6	12 6				
Bamo					10 10	10 10	11 15	11 15				
Pakokku					11 8	12 8	12 7	14 --	29 --	24 6		
Mektila												
Arakan--					14 --	15 9	18 4	19 1				
Bandoway					9 14	9 8	10 13	10 7				
Kyaukpada					11 --	11 --	12 --	12 --				
Akyab												
Assam--												
Burma--					5 --	5 --	16 --	17 8				
Sylhet	9 11	9 6			10 10	11 6	16 13	16 13				
Cachar												
Hill tracts--					5 8	5 8	11 8	10 --				
Khasi and Jaintia Hills	8 --	8 --			4 --	4 --	12 --	12 --				
Garo Hills					24 --	27 --	27 --	27 --				
Manipur					11 --	10 8	11 8	11 --				
Naga Hills					5 --	5 --	8 --	8 --				
Lushai Hills												
Brahmaputra--					5 8	5 8	16 --	16 --				
Goalpara	17 --	17 --			9 --	9 --	14 --	14 --				
Kamrup	10 --	10 --			9 --	9 --	14 --	14 --				
Darrang	10 --	10 --			5 --	8 --	18 --	13 --				
Nowong					6 --	5 8	18 8	14 --				
Sibsagar					6 8	6 4	13 --	13 --				
Lakhimpur	9 --	9 --										
Bengal--												
Eastern--							14 4	13 8				
Bacherganj												
Nonkali							13 --	14 7				
Chittagong							13 --	13 --				
Tippah							13 14	13 13				
Dacca	16 --	16 --	20 --	20 --			16 --	16 --				
Maimonsingh	12 --	12 --	11 --	11 --			14 --	14 --				
Deltaic--												
Khulna							15 --	16 --				
24-Parganas							13 --	13 --				
Mirzapur	12 --	12 --					14 8	14 8				
Howrah							13 --	11 8				
Calcutta	13 4	12 4	16 --	16 --			9 10	9 10	17 --	17 --	16 --	16 --
Hoochly	13 --	12 --					10 --	10 --				
Nadia (Kishnagarh)	15 --	14 8					11 6	11 8				
Jessore	11 8	11 8	12 4	12 4			14 --	14 --				
Faridpur	13 --	13 4	32 --	25 --			15 --	15 5				

(state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MADRAS OR MAOI (Hemine coracoma)		KANKONI OR BAKUN, ITALIAN MILLET (Scleria italica)		GRAM, CHENNA, OHOLA, KADALAY, OR BUNAGA (Cyper aristatum)		MAIZE (Zea Mays)		ASHAR OR THUR, CADJAN PNA (Oryza indica)		SALT		Districts
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	...	...	...	...	...	...	...	...	16 14	18 14	Burma--
...	...	...	...	...	...	...	...	...	...	18 18	15 15	Tenasserim--
...	...	...	...	9 5	9 5	...	...	7 9	7 9	16 4	16 4	Mergui
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amherst
...	...	...	...	9 5	9 5	...	...	8 8	8 8	17 --	17 --	Pegu (deltaic)--
...	...	...	...	15 12	15 12	...	...	14 12	14 12	15 12	15 12	Pegu
...	...	...	...	...	...	...	...	...	...	19 8	19 8	Bangoon
...	...	...	...	12 12	10 11	...	...	...	...	15 1	15 1	Thongwa
...	...	...	...	...	...	...	...	...	...	...	...	Bassien
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)--
...	...	...	...	9 14	9 14	...	...	8 2	8 2	16 2	16 2	Thamawadi
...	...	...	...	14 14	14 14	...	...	8 2	8 2	16 2	16 2	Hensada
...	...	...	...	10 8	10 8	...	...	...	...	10 15	10 15	Frome
...	...	...	...	16 --	16 --	...	...	8 10	8 10	14 5	14 5	Toungoo
...	...	...	...	...	...	...	...	...	...	...	...	Thayemyo
...	...	...	...	15 8	15 8	26 15	25 9	8 10	8 9	14 8	14 8	Upper Burma--
...	...	...	...	7 1	7 1	...	...	7 1	7 1	14 3	14 3	Mandalay
...	...	...	...	22 --	17 2	...	...	8 2	8 2	14 3	14 3	Bamo
...	...	...	...	17 18	18 --	19 --	16 --	9 2	8 --	14 12	17 --	Pakokku
...	...	...	...	...	...	...	...	...	...	...	...	Mektila
...	...	...	...	...	...	...	...	...	...	12 --	15 4	Arakan--
...	...	...	...	10 --	10 --	...	...	7 --	7 --	21 --	21 --	Sandoway
...	...	...	...	...	...	...	...	...	...	16 --	16 --	Kyaukpada
...	...	...	...	...	...	...	...	...	...	...	...	Akyab
...	...	...	...	13 8	14 --	...	...	11 --	10 8	12 8	12 8	Assam--
...	...	...	...	12 15	12 18	...	...	11 --	10 --	12 12	13 15	Burma--
...	...	...	...	10 --	10 --	16 --	13 --	7 --	6 --	8 --	8 --	Sylhet
...	...	...	...	8 --	8 --	...	...	6 --	6 --	8 --	8 --	Cachar
...	...	...	...	6 --	6 --	...	...	5 8	5 4	5 8	5 8	Hill tracts--
...	...	...	...	8 --	8 --	...	...	5 4	5 4	6 8	6 8	Khasi and Jaintia Hills
...	...	...	...	15 --	14 --	...	...	12 --	11 --	12 --	12 --	Garo Hills
...	...	...	...	15 --	13 --	...	...	10 --	10 --	11 --	11 --	Manipur
...	...	...	...	18 --	18 --	...	...	10 --	10 --	11 --	11 --	Naga Hills
...	...	...	...	11 --	11 --	...	...	10 --	9 --	11 --	11 --	Lushai Hills
...	...	...	...	12 8	11 --	...	...	10 --	9 8	11 --	10 8	Brahmaputra--
...	...	...	...	13 --	13 --	...	...	9 --	9 --	10 --	10 --	Goalpara
...	...	...	...	...	...	...	...	...	...	...	...	Kamrup
...	...	...	...	...	...	...	...	...	...	...	...	Darrang
...	...	...	...	...	...	...	...	...	...	...	...	Nowrang
...	...	...	...	...	...	...	...	...	...	...	...	Sibsagar
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur
...	...	...	...	16 8	18 8	...	...	...	...	12 --	13 --	Bengal--
...	...	...	...	10 8	10 10	...	...	...	...	12 12	12 12	Eastern -
...	...	...	...	18 --	18 --	...	...	9 8	9 8	13 --	13 --	Backerganj
...	...	...	...	...	...	...	...	...	...	10 10	10 10	Noakhali
...	...	...	...	15 --	15 --	...	...	16 --	16 --	13 --	13 --	Chittagong
...	...	...	...	19 8	18 4	...	...	10 8	10 8	12 12	12 12	Tippura
...	...	...	...	...	...	...	...	...	...	...	...	Dacca
...	...	...	...	16 18	16 18	...	...	10 10	10 10	13 5	13 5	Maimunasingh
...	...	...	...	18 --	16 --	...	...	18 --	12 --	12 5	12 5	Dacca--
...	...	...	...	19 --	14 --	...	...	11 8	11 8	11 8	11 8	Khulna
...	...	...	...	15 --	16 --	...	...	13 --	13 --	13 --	13 --	24 Parganas
...	...	...	...	18 5	18 5	...	...	8 10	8 10	11 --	11 --	Midnapur
...	...	...	...	19 8	18 8	...	...	11 --	11 --	13 --	13 --	Howrah
...	...	...	...	16 --	16 --	...	...	10 10	10 10	13 4	13 4	Calcutta
...	...	...	...	16 --	16 --	...	...	15 8	16 --	13 --	13 --	Hooghly
...	...	...	...	13 --	11 14	...	...	9 --	10 --	13 --	13 --	Nadia (Krishnagar)
...	...	...	...	...	...	...	...	...	...	...	...	Jessore
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur

## RETAIL PRICES FOR THE FIRST HALF OF JULY 1904—continued (The figures

Districts	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BASA OR CUMBU (Pennisetum typhoides)	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
<b>Bengal—continued</b>												
Central—												
Bachura . . . . .	16 2	15 —	—	—	—	—	14 —	12 8	—	—	—	—
Bardwan . . . . .	15 8	15 8	—	—	—	—	12 —	12 —	—	—	—	—
Birbhum . . . . .	15 —	15 —	—	—	—	—	12 12	12 2	—	—	—	—
Murshidabad . . . . .	16 —	15 —	24 —	24 —	—	—	12 8	12 —	—	—	—	—
Ranthal Parganas . . . . .	14 —	12 —	18 —	18 —	—	—	12 —	12 —	—	—	—	—
Pabna . . . . .	13 —	12 12	24 —	24 —	—	—	16 8	16 8	—	—	—	—
Bogra . . . . .	14 7	14 1	—	—	—	—	15 12	15 12	—	—	—	—
Kajabahi . . . . .	17 13	17 13	27 —	27 —	—	—	18 8	18 14	—	—	—	—
Malda . . . . .	18 —	17 —	—	—	—	—	18 —	18 —	—	—	—	—
Northern—												
Bangpur . . . . .	11 2	11 —	—	—	—	—	11 12	11 8	—	—	—	—
Dinajpur . . . . .	16 —	13 4	—	—	—	—	13 4	14 —	—	—	—	—
Jaipalguri . . . . .	11 —	11 8	—	—	—	—	12 8	13 —	—	—	—	—
Hills—												
Darjeeling . . . . .	—	—	—	—	—	—	11 8	12 —	—	—	—	—
Orissa—												
Puri . . . . .	13 2	13 2	—	—	—	—	18 8	17 1	—	—	—	—
Cuttack . . . . .	15 12	17 1	—	—	—	—	17 11 1/2	17 11 1/2	—	—	—	—
Balasore . . . . .	18 —	18 —	—	—	—	—	16 —	18 —	—	—	—	—
Chota Nagpur—												
Singbhum . . . . .	12 —	12 —	—	—	—	—	14 8	14 8	—	—	—	—
Manbhum . . . . .	15 —	14 —	16 —	20 —	—	—	12 —	12 6	23 —	24 —	—	—
Ranchi . . . . .	10 —	8 12	10 —	16 —	—	—	18 —	13 —	—	—	—	—
Palamanu . . . . .	13 —	13 3	21 15	23 10	—	—	18 5	12 15	—	—	—	—
Hazribagh . . . . .	16 14	17 7	17 —	17 8	—	—	12 8	12 8	—	—	—	—
Bihar, south—												
Monghyr . . . . .	19 —	18 14	26 —	29 —	—	—	12 8	12 —	—	—	—	—
Gaya . . . . .	19 —	17 15	25 —	25 10	—	—	18 —	13 1	—	22 0	—	—
Patna . . . . .	19 —	19 —	26 —	26 —	—	—	16 —	16 —	23 —	27 —	—	—
Shahabad . . . . .	18 —	18 —	25 —	24 —	—	—	15 —	15 —	—	—	—	—
Bihar, north—												
Patna . . . . .	16 —	19 —	—	—	—	—	14 —	15 —	—	—	—	—
Bhagalpur . . . . .	16 6	16 8	23 12	23 12	—	—	15 4	15 4	—	—	—	—
Darbhanga . . . . .	17 10	17 9	27 8	27 8	—	—	16 6	16 —	—	—	—	—
Muzaffarpur . . . . .	15 —	15 —	26 —	26 —	—	—	14 —	15 —	—	—	—	—
Saran . . . . .	17 —	17 —	26 —	26 —	—	—	15 —	16 —	—	—	—	—
Champaran . . . . .	18 8	18 —	30 —	31 —	—	—	17 —	17 —	—	—	—	—
<b>United Provinces</b>												
(a) AGRICULTURE—												
Eastern—												
Mirzapur . . . . .	17 8	17 8	22 —	22 —	6 —	6 —	12 —	13 —	22 —	23 —	23 —	23 —
Benares . . . . .	15 7	16 7	23 5	23 5	5 1 1/2	5 1 1/2	11 11	11 11	24 8	24 8	23 5	23 5
Ghazipur . . . . .	16 13	17 —	24 12	23 10	7 4	7 4	12 10	12 10	—	—	23 12	23 12
Jaunpur . . . . .	17 8	18 8	25 —	24 —	6 —	6 —	11 —	11 —	—	—	—	—
Allahabad . . . . .	18 —	16 8	24 —	24 8	6 —	6 —	10 —	11 —	24 —	24 —	24 —	25 —
Central—												
Banda . . . . .	19 8	19 8	27 —	27 —	9 8	9 8	12 —	12 —	26 —	26 —	26 —	26 —
Katihar . . . . .	17 6	17 6	26 —	26 —	10 —	10 —	12 —	12 —	—	—	—	—
Hamirpur . . . . .	17 4	18 6	25 4	25 4	6 8	6 8	10 —	10 —	25 4	25 4	25 4	25 4
Jaunpur . . . . .	21 —	23 —	26 —	26 —	7 —	7 —	9 —	9 —	26 —	26 —	23 4	23 4
Cawnpore . . . . .	15 8	17 8	25 —	25 8	—	—	12 —	12 —	26 8	26 8	27 —	27 8
Jhansi . . . . .	16 4	16 12	25 —	25 —	10 4	10 8	12 —	12 —	25 8	25 8	25 —	25 —
Etawah . . . . .	18 —	18 4	23 8	24 —	5 —	5 —	11 —	11 —	19 8	19 8	19 8	20 8
Parakhet . . . . .	18 6	19 6	27 4	27 4	5 7	5 7	10 15	10 15	19 1	24 8	—	—
Meerut . . . . .	19 2	19 12	28 —	27 8	4 6	4 6	12 8	12 8	—	—	—	—
Kanpur . . . . .	19 8	19 8	27 —	27 —	5 —	5 —	9 —	9 —	—	—	—	—
Western—												
Meerut . . . . .	16 8	17 —	27 —	27 —	4 —	4 —	11 —	11 —	23 —	23 —	22 —	22 —
Agra . . . . .	16 —	16 4	24 8	25 —	7 —	7 —	9 8	7 12	25 —	25 8	24 —	24 —
Muttra . . . . .	17 12	18 4	25 8	26 —	7 —	7 4	11 —	11 —	24 —	25 —	24 —	24 —
Aligarh . . . . .	18 8	18 8	24 —	24 —	5 —	5 —	7 8	7 8	18 8	24 —	15 12	20 —
Bulandshahr . . . . .	18 8	18 8	24 8	26 —	5 8	5 8	8 8	8 8	24 —	24 —	22 —	24 —
Submontane, east—												
Balla . . . . .	17 8	17 —	23 12	24 —	8 8	8 8	11 8	11 4	19 8	19 8	19 —	19 —
Asansgarh . . . . .	16 12	16 12	23 8	24 2	8 6	8 6	13 8	13 8	—	—	—	—
Gorakhpur . . . . .	16 —	16 4	26 12	27 —	12 2	12 2	15 4	15 4	—	—	—	—
Basti . . . . .	17 4	17 4	26 —	26 —	9 —	9 4	12 8	13 —	24 —	24 —	—	—

state the number of sars (of 80 tolas) and chittacks sold for one rupee)

MANUA OR RAGI ( <i>Eleusine coracana</i> )		KANGNI OR KAKUN, ITALIAN MILLET ( <i>Pennisetum italica</i> )		GRAM, SHENNA, CHOLA, KADALAY, OR SUNDAGA ( <i>Oryza aristivum</i> )		MAISE ( <i>Zea Mays</i> )		AHHAR OR TEHUR, OAJAN PRA ( <i>Oryza indiana</i> )		SALT		District
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
				17 -	19 -				18 8	14 -	14 -	Bengal—continued
				18 8	18 8			18 -	18 -	14 6	14 8	Central—
				17 4	17 4			18 -	18 -	12 -	12 -	Bankura
				20 -	30 -			15 -	15 -	18 -	18 -	Bardwan
				16 -	18 -	20 -	20 -	15 -	20 -	11 12	11 -	Birbhum
				17 -	19 -			12 -	12 -	12 -	12 12	Murshidabad
				16 8	16 8			17 4	17 4	12 12	12 12	South Parganas
												Pabna
												Rogta
				21 -	21 -			13 8	13 8	12 12	12 12	Rajshahi
				23 -	22 -			13 -	13 -	12 -	12 -	Malda
				15 12	15 12			10 2	10 2	12 1	12 1	Northern—
				16 -	16 -			12 -	12 -	12 4	12 4	Bangpur
				14 -	14 -			9 -	9 -	12 -	12 -	Dinajpur
												Jalpaiguri
13 -	13 -			12 12	12 12	18 -	20 -	6 8	6 8	10 -	10 -	Hills—
												Darjeeling
				17 1	17 1			10 8	10 8	16 -	15 -	Oriya—
				17 11 1/2	18 8 1/2			18 6	18 6	15 -	15 -	Puri
												Orissak
				18 -	13 -			10 -	10 -	18 -	13 -	Balasore
				18 -	18 -			10 -	10 -	11 -	11 -	Chota Nagpur—
				17 -	16 -	24 -	20 -	13 8	12 8	12 12	12 -	Singbhum
				14 8	15 -	20 -	24 -	8 8	8 8	11 -	11 -	Mánbham
38 -	36 -			14 12	15 -	20 -	24 -	10 -	10 -	12 6	13 6	Ranchi
34 -	36 -			16 -	16 -	19 8	19 8	12 8	12 8	10 8	10 -	Paláman
												Hazaribágh
				22 8	22 -	23 12	23 -	15 -	16 -	12 8	12 8	Bihar, south—
								18 -	14 5	12 15	12 15	Monghyr
												Gaya
		22 8	21 -	22 -	22 -	22 -	27 -	16 -	15 -	13 -	13 -	Patna
				22 -	22 -			16 -	15 -	13 -	13 -	Shahabad
				20 -	18 -			13 -	12 -	11 -	11 -	Bihar, north—
				20 4	20 4	20 12	21 12	15 4	15 4	12 8	12 8	Purnea
				23 2	23 2	22 2	23 -	17 10	17 10	12 4	12 4	Bhagalpur
26 6	26 10			20 -	20 -	24 12	23 -	15 -	15 -	12 4	12 4	Darbhanga
20 -	20 -			25 -	26 -	30 -	31 -	15 8	14 8	12 8	12 8	Muzaffarpur
												Saran
												Champaran
												United Provinces:
												(a) AGRA—
		18 -	18 -	20 -	20 -	23 -	24 6	16 -	16 -	13 -	12 -	Eastern—
		21 15	21 15	21 15	21 11	24 6	24 6	12 13 1/2	12 13 1/2	13 -	11 5	Mirzapur
		14 4	14 4	21 -	20 8			14 -	14 -	11 2	11 2	Benares
				21 -	20 8			16 -	16 -	12 11	12 11	Ghazipur
		21 -	20 -	22 -	22 -			14 -	13 -	12 -	12 -	Jaunpur
												Allahabad
22 -	22 -			25 -	27 -			16 8	16 8	12 8	12 8	Central—
				24 -	25 4			16 -	17 -	12 -	12 -	Banda
				25 8	27 -			16 -	16 -	12 -	12 -	Fatehpur
				21 8	21 8			14 -	14 -	11 -	11 -	Hamirpur
		18 -	18 -	21 8	21 8			18 -	17 4	14 -	14 -	Jalaun
				13 -	13 4					12 12	12 12	Cawnpore
24 -	24 -	12 -	14 -	22 -	22 4	21 -	26 8	18 -	18 -	13 -	13 12	Jhansi
				19 12	20 1			15 -	15 10	13 10	13 10	Káshah
				20 4	20 8			16 8	16 8	12 8	12 8	Farukhabad
				20 -	20 -			14 -	14 -	13 8	13 8	Mainpuri
												Etah
				21 12	23 -	29 -	30 -	15 -	15 -	13 -	13 -	Western—
				21 8	23 4			14 -	13 -	14 -	14 -	Morad
				21 8	21 8			16 -	16 12	14 -	14 -	Agre
		14 8	15 -	20 6	20 8	27 8	27 -	16 -	16 -	13 4	13 4	Muttra
		16 -	16 -	21 8	22 -	28 -	28 -	15 -	15 -	13 4	13 4	Aligra
												Bulandshahr
		10 12	11 -	23 8	23 -	25 -	24 8	15 4	15 4	11 -	11 -	Submontane, east—
		14 8	14 8	15 8	15 8	26 12	26 12	13 2	13 10	10 10	10 10	Balla
		14 4	14 4	22 4	22 4	26 12	26 12	14 4	14 -	11 8	11 8	Ashugra
24 8	24 8	12 -	15 -	20 4	20 4	27 -	27 -	14 8	14 8	11 -	11 8	Gorakhpur
												Basti

\* Kulai

† Husked

## RETAIL PRICES FOR THE FIRST HALF OF JULY 1904—continued (The figures

Districts	WHEAT				BARLEY				RICE				JAWAR OR OHOLUK (Andropogon sorghum)		BAJRA OR OUMBU (Pennisetum typhoides)	
	Best sort		Common		Best sort		Common		Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month		
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month								
United Provinces—continued																
(a) Agra—continued																
Submontane, west—																
Shahjahanpur	18 —	18 4	30 —	33 —	8 8	8 8	10 10	11 —	18 —	19 —	19 —	20 —	21 —	22 —		
Budaon	18 6	19 12	28 8	30 8	5 —	5 —	9 8	10 —	20 10	22 8	21 14	23 8	24 —	25 —		
Pilibhit	18 4	18 12	28 12	30 12	5 —	5 —	13 —	13 —	22 4	24 —	25 —	26 —	27 —	28 —		
Bareilly	17 8	18 2	26 4	26 14	8 14	8 14	11 4	11 4	20 10	22 8	21 14	23 8	24 —	25 —		
Moradabad	18 6	18 8	31 10	30 12	5 —	5 —	10 12	10 12	22 4	24 —	25 —	26 —	27 —	28 —		
Rampur	19 —	19 —	32 —	32 —	6 8	4 8	11 8	11 8	25 5	24 12	25 5	25 5	26 —	27 —		
Muzaffarnagar	17 7	17 5	30 10	29 11	8 14	9 14	11 —	11 —	21 8	21 8	19 5	21 8	22 —	23 —		
Saharanpur	17 15	18 12	30 10	29 8	4 5	4 5	10 8	9 11	20 —	20 —	24 —	25 —	26 —	27 —		
Dehra-Dun	16 —	16 —	26 —	26 —	5 —	5 —	9 —	9 —	20 —	20 —	24 —	25 —	26 —	27 —		
Hills—																
Naini Tal	18 —	18 —	17 —	18 —	4 —	4 —	8 —	8 —	—	—	14 —	18 —	19 —	20 —		
Almora	—	16 —	—	23 —	—	4 8	—	11 8	—	—	—	—	—	—		
Garhwal	18 —	12 —	16 —	10 —	5 —	5 —	7 8	7 8	—	—	—	—	—	—		
(b) Oude—																
Southern—																
Partabgarh	17 —	17 9	23 —	24 —	8 —	8 —	13 —	13 —	—	—	—	—	—	—		
Sultanpur	18 —	17 4	24 —	23 —	6 —	6 —	12 4	12 4	24 —	24 —	20 —	20 —	21 —	22 —		
Rae-Bareilly	17 8	17 8	23 —	23 —	5 8	5 8	13 8	13 —	24 —	24 —	21 —	21 —	22 —	23 —		
Unao	16 —	18 8	25 —	25 —	6 —	6 —	11 —	11 —	22 —	23 —	21 —	21 —	22 —	23 —		
Lucknow	16 8	17 —	23 —	23 —	5 —	5 —	12 —	12 —	21 —	23 —	21 —	21 —	22 —	23 —		
Bardoli	19 —	19 —	26 —	27 —	—	—	10 —	10 —	16 —	23 —	24 —	24 —	25 —	26 —		
Northern—																
Fyzabad	18 12	18 12	25 —	26 —	—	—	10 —	10 —	16 —	18 —	—	—	—	—		
Barabanki	15 12	16 —	24 —	24 —	6 —	6 —	10 —	10 —	—	—	—	—	—	—		
Gonda	18 12	18 12	28 8	28 8	7 —	7 —	12 8	12 8	18 —	18 —	18 —	18 —	19 —	20 —		
Bahraich	18 8	20 —	23 —	25 —	7 —	7 —	13 —	13 4	20 —	22 —	19 —	20 —	21 —	22 —		
Sitapur	18 4	18 8	29 —	30 —	5 —	5 —	10 —	10 —	21 —	23 —	19 —	20 —	21 —	22 —		
Kheri	18 8	18 12	22 —	24 —	5 —	6 —	11 —	12 —	22 —	25 —	23 —	23 —	24 —	25 —		
Rajputana—																
Eastern—																
Partabgarh	14 6	14 4	23 4	31 12	5 4	5 8	10 —	9 11	31 6	30 12	—	—	—	—		
Banewara	21 —	21 —	26 —	30 —	8 —	6 —	11 —	12 —	—	—	—	—	—	—		
Mewar (Udaipur)	16 8	16 12	25 —	26 12	7 —	7 3	7 13	8 —	25 12	27 6	24 13	16 —	—	—		
Hilly Tracts of Mewar (Dungarpur)																
Sirohi	15 8	16 —	23 —	24 —	6 —	5 12	7 8	7 4	30 —	20 —	18 —	18 —	19 —	20 —		
Eringpora	16 12	17 8	23 —	24 —	6 —	6 —	8 —	8 —	20 —	24 —	19 —	20 —	21 —	22 —		
Ajmer	14 12	14 8	21 —	21 —	6 8	6 8	8 2	8 2	24 —	26 —	19 —	19 —	20 —	21 —		
Aba	18 12	13 14	19 7	19 12	6 8	6 8	8 8	8 8	18 12	19 12	17 12	17 12	18 —	19 —		
Mishanagarh	15 8	15 8	23 —	21 8	6 —	7 —	10 —	10 —	25 —	24 8	22 —	23 —	24 —	25 —		
Bundi	24 4	23 15	40 7	35 2	8 1	8 —	10 6	10 4	32 —	44 8	—	—	—	—		
Kotah	17 10	18 —	31 —	32 8	8 —	8 —	10 —	10 —	30 —	29 8	15 —	16 8	17 —	18 —		
Jhalawar	15 5	16 —	28 —	28 —	6 10	6 10	8 14	8 14	23 13	23 —	22 8	23 8	24 —	25 —		
Tonk	18 4	18 8	25 7	27 4	4 13	4 13	6 —	6 —	33 4	34 5	31 4	32 —	33 —	34 —		
Jaipur	17 —	16 4	28 5	23 —	5 12	5 12	6 15	6 15	26 6	27 3	22 4	23 4	24 —	25 —		
Karauli	17 13	17 8	28 12	28 12	10 —	10 5	11 14	11 4	28 12	28 12	25 —	25 —	26 —	27 —		
Dholpur	17 14	18 1	25 —	25 4	8 —	8 —	9 —	9 —	24 14	26 4	26 —	27 —	28 —	29 —		
Bharatpur	18 —	18 8	24 11	25 6	5 —	5 —	7 —	7 —	24 14	26 4	26 14	28 4	29 —	30 —		
Alwar	15 9	15 8	21 7	21 9	8 —	8 —	8 7	8 7	22 8	23 8	21 8	23 13	24 —	25 —		
Deoli	17 —	17 4	26 12	26 4	5 —	5 —	6 —	6 —	24 —	24 8	27 —	28 —	29 —	30 —		
Nandgarh	15 —	15 —	—	—	8 —	8 —	8 —	8 —	25 —	26 —	20 —	20 —	21 —	22 —		
Balmer	14 8	15 —	—	—	6 —	6 —	8 8	8 8	19 —	20 —	18 1	18 1	19 —	20 —		
Andhra	14 12	14 12	—	—	6 8	6 8	8 8	8 8	—	—	18 —	18 —	19 —	20 —		
Shahpura	16 8	16 8	—	—	8 —	8 —	9 —	9 —	33 —	33 —	25 —	25 —	26 —	27 —		
Western—																
Jodhpur	14 6	14 6	19 3	18 12	6 4	6 4	7 8	7 8	20 —	10 18	15 3	15 —	16 —	17 —		
Jaisalmer	14 13	15 1	—	—	8 12	8 12	9 8	9 12	17 7	17 12	15 12	16 8	17 —	18 —		
Bikaner	13 2	14 12	23 —	23 —	9 4	9 4	7 —	7 —	—	—	16 —	17 —	18 —	19 —		
Central India—																
Indore	12 —	12 —	22 —	22 —	7 —	7 —	8 —	8 —	20 —	21 —	18 —	18 —	19 —	20 —		
Nimach	14 8	14 8	—	—	8 —	8 —	8 8	8 8	22 —	22 —	17 —	16 —	17 —	18 —		
Gwalior	13 14	14 14	28 7	29 —	7 8	7 8	8 11	8 15	28 3	27 7	25 11	26 3	27 —	28 —		
Punjab—																
Southern—																
Muzar	17 8	18 —	23 —	23 —	—	—	12 —	12 —	26 —	26 —	21 8	23 —	24 —	25 —		
Ferozpur	19 —	19 —	30 —	30 —	—	—	8 —	8 —	24 —	24 —	23 —	25 —	26 —	27 —		
Central—																
Lahore	18 —	19 8	29 8	30 8	—	—	9 8	9 12	29 8	30 8	23 8	24 8	25 8	26 8		
Gujranwala	19 4	20 —	32 8	33 8	—	—	10 8	10 8	19 8	20 8	25 8	26 8	27 8	28 8		
Guyarat	19 —	20 —	30 —	30 —	—	—	11 8	11 8	22 —	23 —	24 —	25 —	26 —	27 —		
Jhelum	20 —	19 —	29 —	27 —	—	—	10 —	10 —	30 —	30 —	23 —	24 —	25 —	26 —		

state the number of sers (of 80 tolas) and chittacks sold for one rupee:

MARUA OR RAGI ( <i>Eleusine coracana</i> )		KANKONI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> )		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA ( <i>Oler aristinum</i> )		MAIZE ( <i>Zea Mays</i> )		ARHAR OR URHU, CADJAN PEA ( <i>Cajanus indicus</i> )		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	12 —	12 —	19 —	19 4	30 —	30 —	14 —	14 —	12 —	12 —	United Provinces—continued (a) AGRA—continued
...	...	16 9	17 8	20 4	20 12	25 —	25 —	16 8	17 —	12 —	12 —	
...	...	...	...	20 5	21 4	30 10	32 8	18 12	18 12	13 2	18 2	Sulmontane, west—
18 —	18 —	...	...	22 4	21 8	...	...	16 —	18 —	13 2	18 2	Shahjahanpur
22 9	26 14	21 8	23 10	23 8	23 8	27 8	24 3	13 8	13 8	13 —	18 —	Budaun
22 —	34 —	...	...	23 2	23 10	29 —	29 —	8 13	8 13	12 10	12 10	Pilibit
...	...	...	...	23 14	23 8	24 —	25 —	12 10	12 6	13 6	18 6	Bareilly
...	...	...	...	20 8	21 —	...	...	...	...	12 —	12 —	Moradabad
...	...	...	...	14 8	15 8	17 —	18 —	10 —	10 —	8 —	8 —	Aljpur
...	...	...	...	10 —	9 —	...	...	7 8	7 —	8 —	8 —	Muzaffarnagar
18 —	20 —	20 —	20 —	...	...	...	...	...	...	...	...	Saharanpur
...	...	...	...	...	...	...	...	...	...	...	...	Dehra-Dun
...	...	...	...	...	...	...	...	...	...	...	...	Hills—
...	...	...	...	...	...	...	...	...	...	...	...	Naini Tal
...	...	...	...	...	...	...	...	...	...	...	...	Almora
...	...	...	...	...	...	...	...	...	...	...	...	Gazhwal
...	...	...	...	...	...	...	...	...	...	...	...	(b) OUDH—
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Partabgarh
...	...	...	...	...	...	...	...	...	...	...	...	Sultanpur
...	...	...	...	...	...	...	...	...	...	...	...	Ras-Baroli
...	...	...	...	...	...	...	...	...	...	...	...	Unao
...	...	...	...	...	...	...	...	...	...	...	...	Lunknow
...	...	...	...	...	...	...	...	...	...	...	...	Hardoi
...	...	...	...	...	...	...	...	...	...	...	...	Northern—
...	...	...	...	...	...	...	...	...	...	...	...	Fyzabad
...	...	...	...	...	...	...	...	...	...	...	...	Barabanki
...	...	...	...	...	...	...	...	...	...	...	...	Gonda
...	...	...	...	...	...	...	...	...	...	...	...	Bahraich
...	...	...	...	...	...	...	...	...	...	...	...	Sitapur
...	...	...	...	...	...	...	...	...	...	...	...	Kheri
...	...	...	...	...	...	...	...	...	...	...	...	Rajputana—
...	...	...	...	...	...	...	...	...	...	...	...	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Partabgarh
...	...	...	...	...	...	...	...	...	...	...	...	Danswar
...	...	...	...	...	...	...	...	...	...	...	...	Mewar (Udaipur)
...	...	...	...	...	...	...	...	...	...	...	...	Hilly Tracts of Mewar (Dungarpur)
...	...	...	...	...	...	...	...	...	...	...	...	Sirohi
...	...	...	...	...	...	...	...	...	...	...	...	Eripura
...	...	...	...	...	...	...	...	...	...	...	...	Ajmer
...	...	...	...	...	...	...	...	...	...	...	...	Abu
...	...	...	...	...	...	...	...	...	...	...	...	Kishangarh
...	...	...	...	...	...	...	...	...	...	...	...	Bundi
...	...	...	...	...	...	...	...	...	...	...	...	Kotah
...	...	...	...	...	...	...	...	...	...	...	...	Jhalwar
...	...	...	...	...	...	...	...	...	...	...	...	Tonk
...	...	...	...	...	...	...	...	...	...	...	...	Jaipur
...	...	...	...	...	...	...	...	...	...	...	...	Karauli
...	...	...	...	...	...	...	...	...	...	...	...	Dholpur
...	...	...	...	...	...	...	...	...	...	...	...	Bharatpur
...	...	...	...	...	...	...	...	...	...	...	...	Alwar
...	...	...	...	...	...	...	...	...	...	...	...	Deoli
...	...	...	...	...	...	...	...	...	...	...	...	Nasirabad
...	...	...	...	...	...	...	...	...	...	...	...	Balmer
...	...	...	...	...	...	...	...	...	...	...	...	Andhra
...	...	...	...	...	...	...	...	...	...	...	...	Shahpura
...	...	...	...	...	...	...	...	...	...	...	...	Western—
...	...	...	...	...	...	...	...	...	...	...	...	Jodhpur
...	...	...	...	...	...	...	...	...	...	...	...	Jaisalmer
...	...	...	...	...	...	...	...	...	...	...	...	Bikaner
...	...	...	...	...	...	...	...	...	...	...	...	Central India—
...	...	...	...	...	...	...	...	...	...	...	...	Indore
...	...	...	...	...	...	...	...	...	...	...	...	Nimach
...	...	...	...	...	...	...	...	...	...	...	...	Gwalior
...	...	...	...	...	...	...	...	...	...	...	...	Punjab—
...	...	...	...	...	...	...	...	...	...	...	...	Southern—
...	...	...	...	...	...	...	...	...	...	...	...	Hissar
...	...	...	...	...	...	...	...	...	...	...	...	Fatehpur
...	...	...	...	...	...	...	...	...	...	...	...	Central—
...	...	...	...	...	...	...	...	...	...	...	...	Lahore
...	...	...	...	...	...	...	...	...	...	...	...	Gujranwala
...	...	...	...	...	...	...	...	...	...	...	...	Gujrat
...	...	...	...	...	...	...	...	...	...	...	...	Jhelam

\*Husked

## RETAIL PRICES FOR THE FIRST HALF OF JULY 1904—continued (The figures

Districts	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAHAR OR GUMBU (Pennisetum typhoides)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
<b>Panjab—continued</b>												
<i>South-eastern—</i>												
Gurgaon	15 12	16 4	24 4	24 12	...	...	8 —	8 —	24 8	25 8	22 —	23 —
Delhi	16 —	16 —	25 —	25 —	...	...	9 —	9 —	26 —	26 —	22 —	24 —
Rohatak	17 8	17 —	26 —	26 —	...	...	10 —	10 —	27 —	27 —	22 —	24 —
Karnal	18 8	18 —	32 —	30 —	...	...	9 —	9 —	30 —	30 —	20 —	20 —
<i>Submontane—</i>												
Amboi	20 6	20 8	34 —	29 8	...	...	11 12	11 12	29 —	29 —	24 8	24 8
Indiana	20 3	20 8	32 —	32 —	...	...	10 8	11 —	32 —	32 —	20 —	21 —
Jalandhar	20 4	21 —	29 —	29 —	...	...	10 —	10 —	30 —	29 —	21 —	20 —
Bokharpur	21 —	21 —	26 —	26 —	...	...	10 —	10 —	28 —	28 —	21 —	23 —
Gurdaspur	20 8	20 6	32 —	32 —	...	...	10 —	10 —	28 —	28 —	27 —	27 —
Amritsar	19 —	21 —	27 —	28 —	...	...	10 —	10 —	29 —	29 —	26 8	...
Sialkot	18 8	18 12	30 —	30 —	...	...	18 8	19 8	21 8	...	...	...
<i>Hills—</i>												
Simla	18 8	18 11	17 12	17 2	...	...	8 —	8 —	17 —	17 —	15 —	15 —
Kangra	21 —	21 —	27 —	27 —	...	...	12 —	12 —	...	...	...	...
<i>Northern—</i>												
Bawalpindi	17 —	18 4	30 —	32 —	...	...	8 —	8 —	26 —	27 —	25 —	25 —
<i>Western—</i>												
Shahpur	21 8	22 —	34 —	35 —	...	...	8 8	9 —	24 —	27 —	24 —	26 —
Jhang	19 —	20 —	26 —	28 —	...	...	10 —	10 —	26 —	26 —	21 —	22 —
Multan	16 12	16 12	26 8	26 —	...	...	18 8	18 8	26 —	26 —	23 —	23 —
Montgomery	15 —	19 —	...	...	...	...	9 —	9 —	...	...	21 —	21 —
Muzaffargarh	17 8	18 —	25 —	25 —	...	...	13 —	13 —	23 —	23 —	27 8	27 8
Dera Ghazi Khan	16 9	17 13	28 2	27 —	...	...	12 12	12 12	26 8	26 2	27 8	26 12
<b>N.W. Frontier Provinces—</b>												
Haridra	16 8	15 8	22 8	22 8	4 —	5 —	8 14	9 10	21 6	21 6	16 —	16 —
Peshawar	10 —	10 —	34 —	34 —	6 8	6 8	9 12	9 12	27 —	27 —	22 —	22 —
Kohat	19 2	19 12	30 15	31 9	5 14	5 14	10 13	10 13	25 12	25 12	23 1	23 1
Bannu	23 7	23 14	35 5	40 10	16 4	15 —	17 8	18 4	28 12	28 12	23 12	23 12
Dera Ismail Khan	20 3	21 7	38 —	38 2	5 4	5 4	8 3	8 —	27 15	27 15	26 7	26 14
<b>Sind and Baluchistan—</b>												
Karachi	12 8	12 —	...	...	9 —	9 —	11 —	11 —	20 —	20 —	18 —	18 —
Hyderabad	13 —	13 —	...	...	8 —	8 —	9 —	9 —	20 —	19 —	20 —	20 —
Thar and Parkar (Umarkot)	14 8	14 8	...	...	11 —	12 —	12 —	13 —	...	...	18 —	18 —
Mithankpur	16 —	17 —	...	...	10 —	10 —	10 —	10 —	25 —	25 —	25 —	25 —
Upper Sind Frontier	14 —	14 8	...	...	9 —	9 —	10 —	10 —	25 —	25 —	27 —	27 —
Quetta	13 —	13 8	...	...	8 —	8 —	8 —	8 —	23 —	23 —	19 —	19 —
<b>Bombay—</b>												
<i>Asiatic—</i>												
Karwar	10 12	10 12	...	...	10 2	10 2	11 2	10 10	...	...	14 9	14 9
Ratnagiri	9 7	9 7	...	...	8 —	8 —	10 11	10 11	...	...	14 12	14 12
Alibeg	9 4	9 4	...	...	9 7	9 7	9 14	9 14	...	...	13 4	13 4
Bombay	8 7	8 7	...	...	6 6	6 6	8 7	8 7	13 8	13 8	18 —	18 —
Tanna	10 15	10 15	...	...	9 4	9 4	10 3	10 3	13 11	...	...	...
<i>Deccan and Karnatak—</i>												
Dharwar	13 6	13 13	...	...	12 7	12 7	13 8	13 8	23 9	24 7	23 1	23 1
Belgaum	13 3	13 3	...	...	11 9	11 9	12 10	12 10	20 12	20 12	20 8	21 7
Satara	14 8	14 8	...	...	8 2	8 2	10 2	10 2	19 8	18 6	17 5	17 11
Solapur	13 15	13 15	...	...	10 8	10 8	11 11	11 11	23 4	22 5	22 5	22 5
Bijapur	13 —	13 —	...	...	11 8	11 6	12 3	12 3	25 9	26 7	23 1	23 1
Poona	11 14	11 14	...	...	7 8	7 8	8 12	8 12	18 6	18 6	16 7	16 7
<i>Maharashtra and N.E. Deccan—</i>												
Ahmednagar	14 8	14 —	...	...	8 14	8 14	9 13	9 13	23 6	23 12	20 8	20 8
Nasik	14 —	14 —	...	...	8 12	8 12	10 8	10 8	...	...	16 13	16 13
Dhulia	12 7	12 7	...	...	7 6	7 6	8 6	8 6	20 9	20 9	19 15	19 15
<i>Gujarat—</i>												
Surat	12 8	12 8	...	...	8 5	8 3	9 4	9 4	16 3	16 3	16 8	16 8
Broach	14 —	14 —	...	...	6 8	6 8	10 —	10 —	17 8	17 8	15 —	15 —
Kaira	15 —	15 —	...	...	7 —	7 —	9 8	9 8	20 —	20 —	17 —	17 —
Baroda	13 —	13 —	...	...	7 —	7 —	10 —	10 —	18 —	18 —	14 —	14 —
Ahmedabad	14 8	14 —	...	...	9 —	9 8	10 8	10 8	21 —	20 8	17 —	16 8
Godhra	12 —	12 —	...	...	9 8	9 8	10 8	10 8	...	...	16 —	16 8
Dina	16 12	15 10	...	...	6 —	6 —	9 4	9 —	23 8	23 12	20 —	18 12
<i>Kathiawar—</i>												
Rajkot	15 8	15 8	...	...	7 —	7 —	9 —	9 —	20 8	20 8	15 8	15 —
<b>Central Provinces—</b>												
<i>Western—</i>												
Nimar	14 8	14 5	...	...	5 13	5 13	10 4	10 4	23 14	23 15	...	...
Amargah Cantonment	12 —	12 6	...	...	7 —	7 —	9 —	9 —	15 —	17 —	13 —	20 —
Bhojpur	18 4	18 18	...	...	6 4	6 4	9 6	9 6	...	...	...	...
Betul	16 8	16 8	...	...	...	...	9 10	9 10	21 12	21 12	...	...
Chhindwara	17 9	17 9	...	...	8 13	8 13	13 6	13 6	23 15	23 —	...	...
Nagpur	16 4	16 4	...	...	11 4	11 4	13 12	13 12	17 4	18 6	...	...
Wardha	14 8	14 3	...	...	6 10	6 10	10 —	10 —	20 —	20 —	...	...





## RETAIL PRICES FOR THE FIRST HALF OF JULY 1904—continued (The figures


DISTRICTS.	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR GUMBU (Pennisetum typhoides)	
					Best sort		Common					
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
Central Provinces—continued												
Central—												
Narsinghpur	16 —	16 —	...	...	8 —	8 —	11 5	11 5	...	...	...	...
Bangor	16 —	16 —	...	...	...	...	11 10	11 11	21 6	21 6	...	...
Damoh	17 7	18 12	...	...	9 14	9 14	11 5	10 11	27 6	27 6	...	...
Jubbulpore	18 —	17 —	...	...	9 —	9 —	13 8	14 —	...	...	...	...
Mandla	23 —	23 8	...	...	10 4	11 4	12 8	14 6	...	...	...	...
Seoni	17 —	18 —	...	...	9 —	9 —	16 —	16 —	24 —	23 —	...	...
Balaghat	16 4	15 —	...	...	8 —	8 —	17 8	17 8	...	...	...	...
Bhandara	16 —	16 —	...	...	8 12	8 12	14 —	14 —	...	...	...	...
Chanda	18 —	18 —	...	...	10 2	10 2	11 —	11 —	23 —	23 —	...	...
Eastern—												
Bilaspur	18 5	18 5	...	...	8 —	8 —	18 3	18 5	...	...	...	...
Raipur	18 —	18 —	...	...	10 —	10 —	17 —	17 —	...	...	...	...
Sambalpur	18 —	18 8	...	...	12 —	12 —	18 —	18 —	...	...	...	...
Berar—												
Buldana	12 —	12 —	...	...	6 —	6 —	8 —	8 —	19 —	19 —	...	...
Basim	14 7	14 10	...	...	7 —	7 —	9 5	9 5	18 —	18 15	...	...
Akola	11 10	11 10	...	...	5 11	5 —	8 —	8 —	18 8	18 8	...	...
Ellichpur	8 —	10 8	...	...	6 —	6 —	8 —	8 —	15 —	15 —	...	...
Aurahi	12 —	13 2	...	...	7 —	7 —	11 —	11 —	19 —	20 —	...	...
Wani	13 —	13 8	...	...	6 4	6 4	10 6	10 8	25 —	25 —	...	...
Nizam's Territories—												
Secunderabad	12 3	12 9	14 2	13 11	5 12	5 11	18 12	19 11	20 14	21 11	21 8	22 11
Nolam	11 9	11 7	...	...	6 6	6 5	11 5	11 4	25 8	26 —	...	...
Chadarghat	11 8	11 9	...	...	4 10	4 10	9 4	9 4	20 13	20 13	27 12	27 12
Madras—												
Malabar Coast—												
Malabar	...	...	...	...	...	...	12 8	12 8	...	...	...	...
S. Canara	...	...	...	...	...	...	12 2	12 2	...	...	...	...
South, central—												
Coimbatore	...	...	...	...	...	...	11 10	11 11	24 5	23 14	24 11	25 5
Nilgiris	...	...	...	...	...	...	9 14	9 14	...	...	...	...
Salem	...	...	...	...	...	...	18 10	18 10	25 2	25 2	21 14	21 14
Central—												
Bellary	...	...	...	...	...	...	10 12	10 13	28 10	25 6	...	...
Anantapur	...	...	...	...	...	...	15 10	15 10	29 10	30 9	...	...
Cuddalore	...	...	...	...	...	...	18 3	14 14	24 13	23 11	27 10	23 13
Karnal	...	...	...	...	...	...	12 8	11 6	25 —	26 5	...	...
East Coast, north—												
Gaujam	...	...	...	...	...	...	13 10	12 13	...	...	...	...
Vizagapatam	...	...	...	...	...	...	12 5	11 13	...	...	26 —	26 8
Godavari	...	...	...	...	...	...	12 6	12 6	26 8	26 8	...	...
East Coast, central—												
Kistna	...	...	...	...	...	...	18 3	12 6	17 2	17 11	...	...
Nellore	...	...	...	...	...	...	17 10	17 10	21 13	21 13	20 —	20 —
East Coast, south—												
Madras	...	...	...	...	...	...	10 11	10 11	...	...	...	...
Chinglepat	...	...	...	...	...	...	12 6	12 6	...	...	...	...
N. Arcot	...	...	...	...	...	...	14 14	14 14	...	...	20 10	20 10
S. Arcot	...	...	...	...	...	...	12 6	12 6	...	...	...	...
Tanjore	...	...	...	...	...	...	13 3	13 3	...	...	13 14	20 8
Trichinopoly	...	...	...	...	...	...	12 6	12 6	23 5	23 6	23 5	23 5
Southern—												
Tinnevely	...	...	...	...	...	...	12 6	12 6	20 8	20 6	...	...
Madura	...	...	...	...	...	...	13 3	13 3	20 6	22 —	16 6	16 6
Mysore—												
Mysore	14 8	14 8	...	...	10 2	10 2	13 8	13 8	40 8	40 8	...	...
Bangalore	11 12	11 12	...	...	9 12	9 12	11 8	11 8	...	...	...	...
Kolar	10 —	10 —	10 —	10 —	10 —	10 —	11 —	11 —	...	...	...	...
Tumkur	10 —	10 —	10 —	10 —	11 —	11 —	12 8	12 8	26 —	26 —	40 —	40 —
Hassan	14 —	13 —	14 —	12 —	11 —	11 —	12 —	12 —	...	...	...	...
Kadur	10 —	10 —	10 —	10 —	9 —	9 —	11 —	11 —	30 —	30 —	...	...
Shimoga	12 10	12 10	12 11	12 10	10 8	9 7	13 10	12 10	...	...	...	...
Chitaldrug	12 —	12 —	12 —	12 —	12 —	11 —	14 —	14 —	30 —	30 —	26 —	26 —
Coorg—												
Coorg	7 —	6 8	7 —	6 8	9 —	9 8	11 12	12 —	...	...	...	...
Aden												
Aden	5 —	5 —	...	...	6 9	6 9	7 7	7 7	12 7	12 7	11 3	11 3

state the number of tons (of 50 tons) and chittacks sold for one rupee)

MARUA OR RAGI ( <i>Hesione sorassana</i> )		KANKRI OR KAKUM, ITALIAN MILLET ( <i>Setaria italica</i> )		GRAM, CHENNA, CHOLA, KADARAT, OR BUNAGA ( <i>Oler aristinum</i> )		MAIZE ( <i>Zea Mays</i> )		ARHAR OR TRUB, GADJAN PNA ( <i>Cajanus indicus</i> )		SALT		Districts
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
Central Provinces—continued												
Central—												
				24 —	24 —			16 —	16 —	10 11	10 11	Narsinghpur
				22 10	22 10			18 15	18 11	12 13	12 13	Sagar
				23 6	27 6			10 10	10 12	10 10	10 10	Damoh
				25 —	26 —			15 —	14 —	11 8	11 4	Jubbulpore
				35 —	35 —			12 —	12 —	10 —	10 —	Mandla
				23 —	22 —			10 —	10 —	10 —	10 —	Seoni
				18 —	18 —			13 12	13 12	9 8	9 6	Bilaghāt
				18 —	19 —			11 4	11 4	11 —	11 —	Bhindara
				16 —	15 —			11 4	11 4	9 8	9 8	Chanda
				21 6	21 6			16 —	16 8	10 10	10 11	Eastern—
				23 —	24 —			17 —	17 —	11 —	11 —	Bilaspur
				17 —	17 —			11 —	11 —	11 8	10 8	Raipur
												Sambalpur
				20 —	20 —			11 —	11 —	13 —	13 —	Berar—
				18 —	18 —			13 14	13 14	11 —	11 2	Boldana
				17 —	16 —			11 10	11 11	11 8	11 8	Basim
				14 —	15 —			11 —	11 —	11 —	11 —	Abola
				16 —	16 —			13 —	14 —	11 —	11 —	Ellichpur
				16 —	16 —			13 —	13 —	11 —	11 —	Amratoti
												Wan
28 11	22 —			18 10	19 7			22 12	22 10	9 13	9 11	Nizam's Territories—
				18 12	18 5					10 8	10 5	Secunderabad
				19 10	19 10			12 11	11 9	9 4	9 4	Bolarum
												Chandarghat
										11 6	11 2	Madras—
										12 10	14 5	Malabar Coast—
												Malabar
												S. Canara
28 10	25 14									11 —	11 8	South, central—
26 10	25 8									9 —	9 —	Coimbatore
										11 6	11 6	Nilgiris
												Salem
	20 2									12 3	11 6	Central—
27 8	20 11									16 —	14 6	Bellary
25 8	23 2									12 3	11 8	Anantapur
										11 8	10 6	Cuddapah
												Karnul
28 8	26 8									14 13	15 —	East Coast, north—
26 13	25 11									14 13	14 13	Ganjam
25 8	26 8									15 6	14 14	Vinayapatnam
												Godavari
20 14	20 14									15 13	15 13	East Coast, central—
24 13	24 13									15 14	15 14	Kistna
												Nellore
21 13	21 10									15 6	15 6	East Coast, south—
21 6	21 5									15 14	15 14	Madras
25 11	26 10									13 8	13 8	Chingleput
23 8	22 8									14 —	13 13	N. Arcot
												S. Arcot
23 11	23 11									14 6	14 6	Tanjore
36 10	25 8									13 8	13 6	Trichinopoly
20 11	20 11									16 —	16 —	Southern—
25 8	24 6									14 —	14 2	Tinnevely
												Madurai
26 6	20 6			12 9	12 9			8 12	8 12	11 8	11 8	Mysore—
24 —	24 —			12 1	12 1			8 8	8 8	12 10	12 10	Mysore
40 —	40 —			10 —	10 —			8 —	8 —	11 —	11 —	Bangalore
40 —	40 —	35 —	35 —	11 —	11 —			8 8	8 8	11 —	11 —	Kolar
40 —	40 —			12 —	12 —			8 —	8 —	10 —	10 —	Tumkur
35 —	35 —			13 —	13 —			8 —	8 —	10 —	10 —	Hassan
42 —	42 —			14 11	13 10			9 7	9 7	12 10	13 2	Kadur
32 —	34 —	33 —	32 —	14 —	14 —			9 —	9 —	10 —	10 —	Shimoga
												Chitaldrug
27 8	27 8			20 —	19 8			7 11	7 —	11 —	10 —	Coorg—
				11 8	11 8			9 5	9 5	32 —	32 —	Coorg
												Aden

J. A. ROBERTSON  
Director-General of StatisticsE. N. BAKER  
Secretary to the Government of India

Calcutta, August 12, 1904.

 Continuation Sheets of Supplement to the Gazette of India published at Calcutta.

GOVERNMENT OF INDIA.  
HOME DEPARTMENT.SANITARY.  
PLAGUE.

Simla, the 11th August, 1904.

The following statement of plague seizures and deaths reported in India, during the week ending the 6th August 1904, is published for general information :

Agency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND BOMB.	Northern.	Bombay City	B., B. & C. I. & C. I. P.	80	44
		Dholera Port	"	"	"
		Ahmedabad City	B., B. & C. I.	1 (a)	"
		Gogha Port	"	"	"
		Ahmedabad District	B., B. & C. I. & B. G. J. P.	66	35
		Bromach Port	"	"	"
		Bromach District	"	18	5
		Panoh Mahals District	"	15	10
		Mahikantha State	"	"	"
		Kaira District	"	41	18
		Rewakantha State	"	"	(a) 1
		Bulsar Port	"	"	"
		Surat Town and Port	"	41	41
		Surat District	"	100	100
		Jhara Port	"	"	"
		Bandra Port	B., B. & C. I.	(b) 5	(b) 5
		Utari	"	"	"
		Vasava	"	"	"
		Kolra	"	"	"
		Trombay	G. I. P.	11	5
		Tarapur	B., B. & C. I.	"	"
		Manori	"	"	"
		Mahim	"	"	"
		Dhans	"	"	"
		Bhiwadi	G. I. P.	19	11
		Agachi	B., B. & C. I.	"	"
		Shirgaon	"	"	"
		Bassein	"	"	"
		Kalyan	G. I. P.	(b) 14	(b) 11
		Thana	"	(b) 10	(b) 8
		Umbergaon Port	B., B. & C. I.	"	"
		Kou	"	"	"
		Thana District	G. I. P. & B., B. & C. I.	(b) 23	(b) 19
Central.		Ahmednagar District	Dhond and Masnad (G. I. P.)	78	54
		Khandesh	B., B. & C. I. & G. I. P.	117	81
		Nasik	G. I. P. & N. G.	109	65
		Poona City	S. M. & G. I. P.	4	4
		Poona District	S. M. & G. I. P.	90	81
		Satara	S. M.	273	199
		Sholapur Town	G. I. P.	"	"
		Sholapur District	G. I. P., S. M. & Bace	43	31

(a) Imported case.

(b) Figures for two weeks ending 6th August 1904.

Presidency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague measures.	Plague cases.
BOMBAY PRESIDENCY AND SIND.	Southern.	Alibag Port			
		Panvel "			
		Eshol "			
		Roha "			
		Revdanda "			
		Kolaba District	G. I. P.		34
		Ratnagiri Port			
		Vizadrag "			
		Barnai "			
		Rajapur "			
		Vengurla "			
		Jaitapur "			
		Dabhal "			
		Jeigad "			
		Doogad "			
		Ratnagiri District			
		Balgaum "	S. M.		545
		Dharwar District			378
		Karwar Port			
		Akola "			
		Kumta "			
		Savantvadi State			
		Bijapur District	S. M. & G. I. P.		547(a)
		Kanara "			10
		Karnachi Town and Port	N. W.		5
		Karachi District			
		Hyderabad Town			
		Hyderabad District	J. B.		
		Thar and Parkar District	J. B.		
		Larkhana "	N. W.		
		Sukkar District			
		Khairpur State			
	Sind.	Anandh State			42
		Tuna Port			
		Maudri "			
		Mundra "			
		Jakao "			
		Cutch State			
		Cambay "	B. B. & C. L.		
		Savarnur "			
		Bhor "			
		Porbandar Port	B. G. J. P.		
		Jamnagar Town and Port			
		Rhavnagar Town and Port	B. G. J. P.		
		Mongrol Port			
		Jodia Port			
		Balaya "			34

(a) Figures for two weeks ending 6th August 1904.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Political charges.	Satrabadi Port		3 (A)	2 (A)
		Veraval "			
		Vavanla "			
		Kathiawar State	B., B. & C. I., Merri & D. G. J. P.	614 (A)	410 (A)
		Kolhapur Town	S. M.	10	6
		Kolhapur and Southern Mahratta Country	S. M.	272	204
		Sachin State	B., B. & C. I.		
		Dharampur "			
		Srivardhan Port			
		Murad "		7	6
		Barimandla "			
		Nandgaon "			
		Janjira "			
		Janjira State			
		Volan Port			
		Billimora "	B., B. & C. I.	4	4
		Kodinar "		2	7
		Baroda City	B., B. & C. I.		
		Baroda State		169	118
		Jath "			
		Bijapur State	S. M. & G. I. P.	2	3
		Surat "	B., B. & C. I.		
		Aden			
		TOTAL		4,251	2,973
Madras Presidency.		Salem Town	Madras		
		Salem District		51 (f)	38 (c)
		Bellary Cantonment	S. M.		
		Bellary Town			
		Bellary District		237 (g)	176 (j)
		Coimbatore Town	Madras	3	2
		Coimbatore District	Madras, S. I. & Nilgiri	168 (e)	112 (c)
		Nilgiris "	Madras	7	1
		North Arcot "	S. I. & Madras	10 (d)	8 (d)
		South Arcot District			
		Cuddalore Port			
		Tinnevely District			
		Malabar "	Madras		
		Cuddapah "	S. I. & Madras	12	11
		Mangalore Port		5	4
		Ermala "			
		South Canara District			
		Madras City	Madras and S. I.		
		Chingleput District	S. I. & Madras		
		Godavari "	Madras		
		Tanjore "	S. I.		
		Anantapur "	Madras, S. I. & S. M.	48 (b)	36 (b)
		Madras "	S. I.	2 (a)	2 (a)
		Kistna "			
		Cochin State			
		Kurnool District		2 (k)	
		TOTAL		545	390

(a) One imported case.  
 (b) Two imported cases.  
 (c) Four  
 (d) Three  
 (e) Nine

(f) Six imported cases  
 (g) Thirteen "  
 (h) For 2 weeks ending 6th August 1904.  
 (i) Eight imported cases.  
 (k) Imported cases.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BENGAL.	Presidency	Calcutta	E. I., E. B. S. & B. N.	10	2
		Nadia District	E. B. S. & B. O. & H. K.		
		24 Parganas District	E. B. S., B. O. & R. I.	3	3
		Khulna	B. O.		
	Burdwan	Midnapore District	B. N. E.		
		Howrah Town	B. N. & H. A.		
		Howrah District	E. I., B. N. & H. A. & H. S.		
		Burdwan			
		Birbhum			
	Patna	Champanan District	B. & N. W.		
		Chapra Town			
		Saran District		70	50
		Gaya Town	E. I.		
		Gaya District		13	11
		Muzaffarpur District	B. & N. W.	12	11
		Muzaffarpur Town			
		Darbhanga District			
		Shahabad District	E. I.	22	21
		Patna City		70	70
		Patna District		24	24
	Bhagalpur	Monghyr Town		5	5
		Monghyr District			
		Bhagalpur Town			
		Bhagalpur District	B. & N. W.		
		Southal Parganas District			
	Chota Nagpur	Palamanu District			
		Hazaribagh District		3	
	Orissa	Cuttack District	B. N. E.		
	TOTAL			230	134
UNITED PROVINCES.	Allahabad	Allahabad City	E. I.	1	
		Allahabad District	B. & O. & R.	9	
		Cawnpore City	E. I., O. & R., B., B. & O. I., & G. I. P. (I. M. Sec.)	2	
		Cawnpore District			
		Fatehpur	E. I.	7	
		Banda District	G. I. P. (I. M. Sec.) & E. I. R.		
		Jhansi City			
		Jhansi District			
		Hamirpur			
		Jalaun			
	Benares	Benares Cantonment	B. & N. W. & O. & R.		
		Benares City			
		Benares District	B. & N. W., O. & R. & E. I.		
		Ballia	B. & N. W.	73	
		Jaunpur City	O. & R.		
		Jaunpur District	B. & N. W.		
		Ghazipur	E. I. & B. & N. W.	118	
		Mirzapur City	E. I.		
		Mirzapur District	B. & O. & R.		

Sanitary Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Fyzabad	Bahraich District	B. & N. W.	1	1
		Gonda	"	1	1
		Partabgarh	O. & B.	1	1
		Sultanpur	"	1	1
		Ajodhia	"	1	1
		Fyzabad City	"	1	1
		Fyzabad District	"	7	7
		Bara Banki Town	B. & N. W.	1	1
	Gorakhpur	Bara Banki District	" & O. & B.	1	1
		Asansgarh City	B. & N. W. & O. & B.	1	1
		Asansgarh District	"	25	15
		Gorakhpur City	B. & N. W.	1	1
		Gorakhpur District	"	1	1
	Meerut	Basti District	"	1	1
		Meerut City	N. W.	1	1
		Meerut Cantonment	"	1	1
		Meerut District	N. W., O. & B. & E. I.	1	1
		Muzaffarnagar City	N. W.	1	1
		Muzaffarnagar District	"	1	1
		Aligarh	E. I. & O. & B.	1	1
		Saharanpur City	"	1	1
		Saharanpur District	O. & B. & N. W.	1	1
		Hardwar Union	"	1	1
	Lucknow	Boorkee Town	"	1	1
		Mulandahar District	E. I. & O. & B.	1	1
		Dehra Dun	B. & N. W. & O. & B.	1	1
		Unao District	O. & B. & B. & N. W.	6	6
		Lucknow City	B. & N. W. & R. K.	1	1
		Lucknow District	"	1	1
		Hardoi	O. & B.	1	1
		Rae Baroli	"	1	1
		Sitapur	R. K.	1	1
		Kheri	"	1	1
	Agra	Etawah City	E. I.	1	1
		Etawah District	"	1	1
		Fatehgarh	B. & C. I.	1	1
		Farrukhabad Town	"	1	1
		Farrukhabad District	"	1	1
		Mainpuri	E. I.	1	1
		Agra City	B. & C. I., G. I. P. & E. I.	1	1
		Agra District	"	1	1
		Etah	"	1	1
		Muttra	"	1	1
	Bhilikhand	Muttra City	"	1	1
		Bareilly City	E. & K. & O. & B.	1	1
		Bareilly District	"	1	1
		Shahjahanpur District	" & O. & B.	1	1
		Shahjahanpur City	"	1	1
	Kumaon	Budayn District	"	1	1
		Bijnor Town	"	1	1
		Bijnor District	O. & B.	1	1
		Naini Tal	O. & B.	1	1
		Garhwal District	"	1	1
TOTAL				202	240



Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Travelled by what railways.				Plague seizures.	Plague deaths.
PUNJAB	Jalandhar	Ludhiana District	N. W.					
		Jullundur	N. W.					
		Hoshiarpur District	N. W.					
		Ferozepur	N. W.					
		Kangra	N. W.					
	Lahore	Amritsar City	N. W.					
		Amritsar District	N. W.					
		Gurdaspur	N. W.				2	
		Lahore	N. W.					
		Lahore Municipality	N. W.				2	
		Gujranwala District	N. W.					
		Sialkot	N. W.					
	Montgomery	N. W.						
	Rawalpindi	Rawalpindi District	N. W.					
		Gujrat	N. W.					
		Shahpur	N. W.					
		Jhelum	N. W.					
	Multan	Jhang	N. W.					
		Multan	N. W.					
		Mianwali	N. W.					
	Delhi	Gurgaon	B., B. & C. I.					
		Delhi	E. I., O. & R., B., B. & C. I., & N. W.					
		Hissar	B., B. & C. I. & N. W.					
		Karnal	E. I.				1	
		Simla	S. K.					
		Amballa	N. W. & E. I.				8	
		Rohtak	N. W.					
		Patiala City	Rajpura-Bhatinda (N. W. Ry.)					
		Patiala State	N. W., E. I., B., B. & C. I. & J. B.				14	
		Kapurthala State	N. W.					
TOTAL								27
CENTRAL PROVINCES (including Berar).	Nerbudda	Burhanpur Town						
		Nimar District	G. I. P. & B., B. & C. I.				6	
		Hoshangabad Town						
		Hoshangabad District					26	
		Narsingpur Town						
		Narsingpur District						
		Chhindwara	B. N.					
		Khandwa Town	B., B. & C. I. & G. I. P.					
Betul District								

Agency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague cases.	Plague deaths.
CENTRAL PROVINCES (including Berar).	Nagpur	Nagpur City	B. N. & G. I. P.		
		Nagpur District		17	16
		Wardha Town	G. I. P.		
		Wardha District			
		Chanda "			
		Bhandara Town	B. N.		
		Bhandara District			
		Balaghat "			
		Balaghat Town	E. I. & G. I. P.		
	Jubbulpore	Jubbulpore Town			
		Jubbulpore District	E. I. & G. I. P.		
		Damoh Town	G. I. P. (I. M. Sec.)		
		Damoh District			
		Saugor Cantonment			
		Saugor Town			
		Saugor District			
		Seoni District	B. N.		
	Chhattisgarh	Mandla "			
		Bilaspur Town			
		Bilaspur District			
		Raipur "			
		Raipur District			
		Akola District	G. I. P.	16	8
		Buldana "			
		Wani "			
	Mysore State.	Basim "		4	1
		Avenoti "	G. I. P.		
		Ellishpur "		8	
		Yeshmal "			
		TOTAL		72	29
	Mysore State.	Bangalore City	S. M. & Madras	6	2
		Bangalore Civil and Military Station		35	27
		Bangalore District		103	82
		Mysore City		8	3
		Mysore District	& Madras	187	141
		Kolar "	Madras and S. M.	69	84
		Kolar Gold Fields		38	21
		Tumkur District	S. M.	13	13
		Shimoga "		162	98
		Chitaldrug "		65	40
		Kadur "		141	108
		Hassan "		18	16
		TOTAL		840	605
	TOTAL			10	1
		TOTAL		10	1

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Flagship seizures.	Flagship seizures.
HYDERABAD STATE.		Aurangabad District	N. G. S.	28	
		Bir		9	
		Hyderabad	N. G. S.		
		Indur			
		Umanabad	G. I. P. & Barak	(a) 32	(a)
		Lingapur	S. M.	11	
		Parbhani	N. G. S.		
		Beichor	G. I. P. & Madras	28	
		Gulbarga	G. I. P. & N. G. S.	123	
		Nander	N. G. S.		
		TOTAL		227	
		Indore City	B., B. & C. I.	(b) 20	(b)
		Indore State		8	
		Ujjain City			
		Gwalior			
		Gwalior State	B., B. & C. I., G. I. P.		
		Dhar	G. I. P. (I. M. Sec.) & Gwalior		
		Puthari State	G. I. P. (I. M. Sec.)		
		Bhopal City			
		Bhopal State	G. I. P.		
		Mhow Cantonment	B., B. & C. I. (Rajputana-Malwa)		
CENTRAL INDIA.		Nimach			
		Indore Residency		1	
		Ratlam City	B., B. & C. I.		
		Ratlam State		(b) 15	(b)
		Dewas Town			
		Dewas State	G. I. P.	(b) 29	(b)
		Narsingh State			
		Guaranteed Holdings (Malwa Agency)			
		Tonk State (portion in Central India)	G. I. P.	(b) 25	(b)
		Behore			
		Sailana	B., B. & C. I.	(b) 2	(b)
		Piploda District			
		Bagli State			
		Jhabua	B., B. & C. I.		
		Jaora		(b) 2	(b)
		Jaora Town			
		Agar Military Station			
		Manpur			
		Sitapur State			
		Kajgarh		(b) 2	(b)
RAJPUTANA		Kurwai			
		TOTAL		112	
		Ajmer			
		Abu Road			
		Mewar State	B., B. & C. I.		
		Partabgarh State		(b) 21	(b)
		Chitor (Udaipur State)		51	
		Tonk State			
		Marwar	J. B.		
		Jaipur			

(a) Figures for the period from 28th July to 1st August 1904.  
 (b) Figures for week ending 30th July 1904.

SUPPLEMENT TO THE GAZETTE OF INDIA, AUGUST 13, 1904.

Residency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague injuries.	Plague deaths.
MUTANA		Kishangarh Town	C. I.		
		Bikanir State	J. E.		
		Jhallawar "	}		
		Kotah State			
		Sirohi "	B., B. & C. I.		
		Shahpura State			
		Alwar "	B., B. & C. I.		
		Hanswara Town			
		Bharatpur State			
		Total		73	46
JAMMU & CASHMIRE		Hamirpur-Sidhan (Akhaur Tabbil) ...			
		Jammu City ...		1	
		Jammu Province	N. W.		
		Total		1	
N.-W. P. PROVINCE.		Abbottabad Town			
		Hazara District			
		Peshawar Town			
		Peshawar District			
		Total		400	700
BALUCHIS- TAN.		Sonmiani			
		Hirok	N. W.		
		Sibi			
		Total		200	300
GRAND TOTAL				6,680	4,704

H. H. RISLEY,  
Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Rainfall summary for the seven days ending at 8 a.m. on Thursday, the 11th August 1904, based on the India Daily Weather Reports of the period.**

Quiet weather has continued to prevail over the Indian region and during the week under review no storm has been developed over the Bay area. A very shallow depression appeared over the United Provinces on the 7th and lasted till the 9th during which period general rain fell over the United Provinces, the east of Central India, the Central Provinces and west Bengal. The principal rainfall amounts in these areas were :—On the 7th Jhansi 2'93", Pachmarhi 1'98" and Akola 1'76"; on the 8th Seoni 3'29", Pachmarhi 2'04" and Neemuch 2'02"; and on the 9th Sutna 2'90", Patna 2'96" and Allahabad 2'77".

The Bay monsoon current has blown steadily into Burma and has given heavier rain than usual to the coast districts, slightly heavier rain than usual to Lower Burma and a normal fall to Upper Burma. In Assam and Bengal the rainfall has been somewhat less steady than in Burma, but the fall on most days was fairly general and on several days moderately heavy local falls were reported. Cherra Poonjee received a total amount of 29'15" during the week instead of the normal 18'88", while Calcutta, Bogra and Tezpur, reported falls of 3" or over in twenty-four hours during the week. The Gangetic plain received daily rain, the heaviest amounts reported having been 2'26" at Patna on the 6th; 2'96" at Patna and 2'77" at Allahabad on the 9th, 2'71" at Gaya on the 10th, and 4'84" at Patna and 3'80" at Meerut on the 11th. The Himalayas and sub-Himalayas also received daily rain, the falls having been particularly heavy on the 7th and 11th. In the North-west dry area only showers were reported, but Cherat received 1'00" and Peshawar over half an inch on the 7th and Dera Ismail Khan over half an inch on the 9th.

The Arabian Sea monsoon gave comparatively little rain to the Peninsular districts. Along the West coast the only heavy falls were 2'40" at Ratnagiri on the 5th, 2'40" at Goa on the 6th and 3'82" at Cochin on the 8th. Rain never extended northward into Gujarat where, however, light showers were received on the 9th and 10th. The Deccan and south India received showers only, and the southern half of the East coast had hardly any rain throughout the week.

The central districts of India which came under the influence of the depression mentioned above received heavy and general rain on the 7th and moderate rain at other times.

The rainfall table shows that the week's rainfall was generally normal or in excess over Burma, northern India (as far west as Lahore) and parts of Central India, but was generally deficient over north-west India and the Peninsula.

The seasonal rainfall is in considerable to large excess over the Calcutta subdivision (+25%); the Darbhanga subdivision (+21%); the Patna subdivision (+51%); the Ranchi subdivision (+26%); the Jhansi subdivision (+27%); the Mysore subdivision (+41%); the Madura subdivision (+23%) and the East coast (south) division (+22%) while it is in large defect over the North-west dry division (—65%); the Indore subdivision (—46%); the Ahmedabad subdivision (—71%) and the Rajkot subdivision (—59%).

There has been some improvement in the seasonal rainfall conditions in the Lahore subdivision, the Jubbulpore subdivision, and the west Satpuras division during the past week.

# SUPPLEMENT TO THE GAZETTE OF INDIA, AUGUST 13, 1904.

RAINFALL DIVISION WITH REPRESENTATIVE STATION.	Rainfall sub-division named after representative station.	RAINFALL DATA FOR WEEK ENDING ON 12TH AUGUST 1904.			RAINFALL DATA FROM 20TH APRIL 1904 TO 12TH AUGUST 1904.			SEASONAL PER CENTAGE DEVIATION FROM NORMAL.	
		Average actual rainfall.	Average normal rainfall.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect in inches.	This week.	Last week.
		Inches.	Inches.	Inches.	Inches.	Inches.			
Burma Coast (Rangoon)	...	10'43	8'11	+2'32	109'76	95'39	+14'37	+15	+14
Burma Wet (Bhamo)	...	4'61	3'30	+1'31	40'54	36'76	+3'78	+10	+7
Burma Dry (Mandalay)	...	0'78	0'91	-0'13	14'87	15'46	-0'59	-4	-8
Delta of Bengal	{ Narayanganj	2'96	3'47	-0'51	53'83	51'79	+2'04	+4	+5
Brahmaputra Valley (Sibsagar)	{ Calcutta	4'53	2'75	+1'78	43'44	34'89	+8'55	+25	+21
	...	8'00	5'63	+2'37	70'23	81'39	-11'16	-14	-18
Himalayas and Sub-Himalaya, East.	{ Dinajpur	4'05	4'84	-0'79	55'11	57'89	-2'78	-5	-4
	{ Darbhanga	7'70	3'01	+4'69	34'14	25'31	+8'83	+21	+5
	{ Bahraich	2'03	3'28	-1'25	24'08	26'54	-2'46	-9	-5
Indo-Gangetic Plain, East	{ Burdwan	3'11	2'58	+0'53	33'07	32'97	+0'10	0	-4
	{ Patna	6'65	2'61	+4'04	38'14	25'26	+12'88	+51	+39
Himalayas and Sub-Himalaya, West.	{ Simla	4'09	3'73	+0'36	30'37	27'23	+3'14	+12	-12
	{ Ludhiana	3'36	3'45	-0'09	19'33	23'70	-4'46	-19	-21
Indo-Gangetic Plain, West	{ Cawnpore	4'50	2'58	+1'92	22'54	19'06	+3'48	+15	+6
N.-W. Dry Area (Bikaner)	{ Lahore	2'20	1'83	+0'37	8'40	13'65	-5'25	-38	-48
Baluchistan (Quetta)	...	0'31	0'80	-0'49	2'00	5'78	-3'78	-65	-66
	...	0	0'16	-0'16	0'24	1'21	-0'97	-80	-77
East Coast, North	{ Waltair	1'44	1'30	+0'14	15'90	14'64	+1'26	+9	+8
	{ Cuttack	3'33	3'28	+0'05	27'44	32'02	-4'58	-14	-16
East Satpuras	{ Ranchi	2'72	3'41	-0'69	43'19	34'28	+8'91	+26	+31
	{ Raipur	2'37	3'38	-1'01	23'71	31'47	-7'76	-25	-24
	{ Jabulpore	5'07	4'14	+0'93	25'49	36'58	-11'09	-30	-37
Central India Plateau	{ Jhansi	5'10	3'10	+2'00	34'30	27'11	+7'19	+27	+23
	{ Jaipur	1'63	1'40	+0'23	11'46	13'40	-1'94	-14	-17
	{ Indore	1'45	3'27	-1'82	13'72	25'39	-11'67	-46	-45
West Coast	{ Calicut	3'59	3'95	-0'36	74'56	63'14	+11'42	+18	+20
	{ Bombay	4'06	5'56	-1'50	77'42	71'03	+6'39	+9	+12
Gujarat	{ Ahmedabad	0'80	2'13	-1'33	7'61	26'59	-18'98	-71	-72
West Satpuras (Akola)	{ Rajkot	0'18	1'04	-0'86	6'16	15'03	-8'87	-59	-57
	...	1'98	1'54	+0'44	13'10	19'05	-5'95	-31	-36
Deccan	{ Bellary	0'15	1'27	-1'12	8'36	9'57	-1'21	-13	-1
	{ Bijapur	1'47	1'24	+0'23	12'22	15'04	-2'82	-19	-22
	{ Hyderabad	0'65	1'68	-1'03	12'07	13'21	-1'14	-9	-1
South India	{ Mysore	0'36	0'67	-0'31	16'41	11'63	+4'78	+41	+46
	{ Madura	0'38	0'73	-0'35	9'93	8'08	+1'85	+23	+30
East Coast South (Madras)	...	0'22	0'78	-0'56	7'48	6'12	+1'36	+22	+36

W. L. DALLAS,

for Meteorological Reporter to the Government of India  
and Director General of Indian Observatories.

J. WILSON,

Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,  
6th August 1904.

**Madras.**—The rainfall of the week was light to fair in parts of the Central and Southern districts and good elsewhere. Irrigation supplies are sufficient except in parts of the Circars, the Deccan, Salem and Madura. Ploughing, sowing, and transplanting continue generally. The standing crops are in good condition, but some require rain in parts of Bellary, Godavari and Kistna. Harvests continue in parts with fair to normal outturn. Pasture is scanty in parts of the Deccan, the Southern districts and Nellore. Fodder is procurable. The condition of cattle is good. Prices are almost stationary.

**Bombay.**—There was heavy rain during the week in parts of the Konkan; good in parts of Nasik and Belgaum; moderate in parts of Poona and Satara; slight in parts of Surat, Khandesh, Sholapur and Dharwar; and very slight in parts of Thar and Parkar, Ahmedabad, the Panch Mahals, Kaira, Broach, Ahmednagar, Bijapur and Baroda. More rain is urgently needed in several districts for autumn sowings and transplantation. Inundation is fair in Sindh. Sowing of autumn crops is generally in progress, but is retarded in parts of Ahmedabad, Surat, the Deccan and the Carnatic. Transplantation continues in parts of Sindh, the Konkan, Poona, Satara and Belgaum, but is retarded in parts of Kaira, Thana and Baroda. Autumn seedlings have been damaged by locusts in parts of Khandesh and Poona; by rats in parts of Hyderabad, Bijapur and Dharwar; by insects in parts of the Upper Sindh Frontier and Bijapur; and are suffering from want of rain in parts of the Upper Sindh Frontier, Kaira, Broach, Surat, Nasik, Ahmednagar, Poona, Sholapur and Bijapur. The fodder-supply is sufficient except in parts of Karachi, Khandesh, Nasik, Sholapur and Bijapur. Agricultural stock and water-supply are generally adequate. Prices have fallen in two districts; risen in two districts; and are stationary elsewhere.

**Bengal.**—The rainfall during the week was general and in some places heavy. Excessive rain has caused some damage to crops in Murshidabad, Patna and Gaya. Some damage to crops was also caused by insects in Rajshahi and Cuttack. Rain is needed in Puri. Prospects are otherwise good. Transplantation of winter rice continues. Fodder and water are generally sufficient. The price of common rice has risen in ten districts; has fallen in seven; and is stationary in the remainder.

**United Provinces.**—The rainfall has been lighter than in the previous week. Slight injury to crops is reported in few districts and a break is wanted in places. Weeding of crops and transplantation of rice continue. Sugarcane and other standing crops are doing well and prospects are favourable. Fields are being prepared for spring crops. Supplies are sufficient and prices are almost stationary.

**Punjab.**—Good rain has fallen during the week in the Hissar, Delhi, Umballa, Jullundur, Amritsar and Rawalpindi districts, and in parts of Sialkot, Ferozepore and Shahpur. Slight rain has also been reported from parts of other districts. Rain has been insufficient in Ferozepore, Lahore, Amritsar, Shahpur and Mianwali and in the Sirsa tahsil of Hissar, where more is wanted. The price of wheat is rising in Hissar, Ferozepore, Amritsar and Shahpur; falling in Jullundur, Lahore and Rawalpindi; and is unchanged elsewhere. The prices of other food-grains are fluctuating. Sowings of autumn crops are in progress in Hissar, Jullundur, Ferozepore, Sialkot, Shahpur, Mianwali and Mooltan, and are finished in Umballa. Unirrigated lands are lying uncultivated for want of rain in Lahore. Ploughings for spring crops has commenced in Sialkot. The condition of the standing crops is reported good in Delhi, Umballa, Amritsar, Sialkot and on irrigated land in Hissar; fair in Jullundur and Rawalpindi; and average in Ferozepore, but below average in Lahore and Shahpur. Unirrigated crops are withering in parts of Ferozepore for want of rain. Recent rain has done much good to the standing crops. Locusts appeared in parts of Lahore and Mooltan, and damaged crops in eleven villages of the latter district to some extent. Cattle are generally in good condition. Fodder is sufficient in all districts, except in the Sharakpur tahsil of the Lahore district, the people of which have removed with their cattle to other parts in which fodder is abundantly available.

**North-West Frontier Province.**—There was abundant rainfall in Hazara and Peshawar during the week; average in Bannu; fair in Dera Ismail Khan; and little in Kohat. More rain is still wanted in the latter two districts. Sowings of autumn crops are in progress. Prospects of the standing crops have improved by recent rains. Canal irrigation is satisfactory. Fodder is sufficient and food stocks are abundant. Prices are low and steady.

**Burma.**—The rainfall of the week was general and heavy in Lower Burma and the Ruby Mines district; light in Yamethin and Lower Chindwin; and moderate elsewhere. Agricultural operations are approaching completion in some districts. Transplanting has begun in Myitkyina. Reaping of early wet-weather paddy and sesamum is nearly finished in Kyaukse. Sowing of early sesamum and cotton is completed in Lower Chindwin. Sowing of *juar* continues. Some damage has been done to young crops in Kyaukpau owing to continuous heavy rain. Sesamum plants require more rain in Minbu and are withering for want of it in the Magwe, Yenangyaung and Myangun townships of Magwe and in the Yamethin subdivision of Yamethin. Nurseries have been slightly damaged by insects in parts of Pyapon and Myitkyina. More rain is wanted in the Sheinmaga township of Shwebo and also in the Thabeitkyin subdivision of the Ruby Mines district. Cultivation is suspended in the northern portion of Yamethin for lack of rain. Prospects are on the whole good. The price of paddy has risen considerably in Katha and slightly at three centres; elsewhere it is unchanged.

**Central Provinces.**—Rain has been heavy in Mandla, Seoni, Bhandara, Balaghat, and Bilaspur; moderate in Saugor, Jubbulpore, Seoni, Narsingpur, Hoshangabad, Betul, Chhindwara, Nagpur, Chanda and Sambalpur; and light elsewhere. Transplantation of rice is retarded by heavy rain in Mandla and by deficient rain in parts of Nagpur and Chanda. *Biari* ploughing is in general progress except in the Mungeli tahsil where it is delayed for want of sufficient rain. More rain is needed in these tracts and in Berar, while a break would be welcome in Saugor and Mandla. The standing crops are generally in good condition. Some damage is being caused by locusts in parts of Betul, Nagpur, Chanda, and Wun; and by grasshoppers in Raipur. Young hoppers have appeared in parts of Chhindwara, Wardha, Nagpur and Akola. *Juar* and *til* are being resown in Nimar. Scarcity of fodder is reported from Buldana, and of fodder and water from parts of Amraoti. Prices have fluctuated slightly.

**Assam.**—There was rain in all districts during the week. The weather is seasonable. Low lands in Cachar have been flooded. Harvesting of early rice; plucking and manufacture of tea; and cutting of jute are in progress. The transplanting of late rice was delayed owing to deficient rainfall in June and the early part of July, but it is now in full progress although still behindhand in Upper Assam. Growth of tea leaf has been retarded in Sylhet by unfavourable weather; elsewhere prospects are fair to good. Early rice promises a fair outturn in all districts, except in Goalpara and Nowgong where it is indifferent. Prospects of late broadcast rice, sugarcane and cotton are generally fair, and of jute generally poor. Prices—common rice—Sylhet and Dhubri, 16½; Silchar, 15; Tezpur, 14; Gauhati and Dibrugarh, 13; and Nowgong and Sibsagar 11 seers per rupee.

**Mysore.**—The rainfall of the week was good in Kadur and Shimoga and fair in other parts of the Province. Prices are generally steady. The standing crops are in good condition. The prospects of the season are good. Cattle are healthy. Water and fodder are available.

**Coorg.**—Rainfall—5 inches 86 cents. Transplanting of rice continues. Prices of food-grains are normal. Water and fodder are ample.

**Hyderabad.**—Rainfall—1 inch 31 cents. Autumn and early rice sowings continue. Lands are being prepared for spring sowings. Prices—wheat 13½, rice 11½, and *juar* 27½ seers per *halli* rupee.

**Rajputana.**—There was rain throughout Rajputana during the week. The maximum fall was 5 inches 11 cents in Jhalrapatan; and minimum 1 cent in Bikaner. Rain is needed in Bikaner, Marwar and Jaisalmer. Agricultural operations are generally satisfactory. Sowing and weeding of autumn crops are in progress. The standing crops are thriving. Agricultural stock are generally in a satisfactory condition. Fodder is sufficient. Prices are rising in three States; falling in six; and are steady elsewhere.

**Central India.**—The rainfall of the week was general, but insufficient in parts of Indore and Bhopawar and sufficient elsewhere. Agricultural operations are in progress everywhere. Crops are in good condition in Gwalior, Bhopal, Baghelkhand, Malwa and Bhopawar; fair in Indore and Bundelkhand; slightly damaged by locusts in parts of Indore and Bhopawar and by excessive rain in Bundelkhand. Agricultural stock and pasturage are generally good. Prices are normal in Gwalior, Indore, Bhopal and Bhopawar; below normal in Baghelkhand; and are stationary in Bundelkhand and Malwa.

**Kashmir.**—The weather is rainy. Prices are stationary.

**Jammu.**—There was good rain throughout the Province during the week. Prices are fluctuating. Wheat sells from 12 to 14 and maize 14 to 35 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient.

**Nepal.**—Rainfall 5.19 inches. Steady rain continues. Indian-corn is being harvested. The standing crops are flourishing. The price of rice is 6½ seers per rupee.

J. WILSON,  
Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

The following special telegraphic reports dated 9th August 1904 on Agricultural prospects are published for general information :

**Madras.**—Rainfall to end July above or about normal, except Kurnool, Cuddapah. Cultivation figures for June, latest available, show dry first crop deficient everywhere, except Circars, notably Deccan districts, Salem, North Arcot. July rainfall being below normal in Deccan, deficiency not likely to have been made up. Prices below warning rates everywhere ; below normal, rice, nine districts, including Kurnool, Anantapur, Cuddapah ; *ragi*, eight out of nineteen recording districts, including Bellary, Anantapur ; *cholan*, eight out of thirteen, including Kurnool, Anantapur ; *cumbu*, six out of fourteen, including Anantapur, Cuddapah. No information available regarding grain stocks. General prospects good or fair. Prices almost stationary since beginning year. Government considers no cause anxiety.

**Bombay. Sindh.**—Unirrigable area, rainfall deficient ; fodder scarce ; people migrating elsewhere ; inundation fair ; stocks ample ; prices normal. *Cutch*—43% of normal area unsown. On sown area crops will fail unless rain in fortnight. Stocks sufficient ; prices normal ; fodder getting scarce. *Kathiawar*—Good so far, rain now wanted ; stocks sufficient ; prices normal. *North Gujarat and Baroda*—Rainfall fair to good ; most part of normal area sown ; transplantation of rice delayed in parts by lateness of rainfall ; all early crops now need rain in 7 to 15 days, but rain reported to-day from two talukas and general in Ahmedabad district ; stocks and fodder sufficient ; prices normal. *South Gujarat*—Rainfall deficient ; normal area nearly all sown, but rain urgently needed for transplanting rice and for young dry crops ; stocks ample ; prices normal or but slightly above ; fodder sufficient except in Surat where very short. *Konkan, Savantwadi and Kanara*—Rainfall good ; stocks sufficient ; prices normal ; fodder plenty ; no damage or danger except from locusts now hatching against which all possible precautions taken. *Deccan*—Rainfall generally fair in Khandesh, half Nasik and west of Poona and Satara ; elsewhere deficient. Sowing of early crops greatly retarded ; beginning to wither where sown ; require rain urgently in seven to 15 days, but rain reported to-day from Satara and now falling in Poona ; from 35 to 80% of normal area unsown in eastern subdivisions of Nasik, Poona, Satara and in Ahmednagar and Sholapur, but these depend chiefly on late rains ; prices approximately normal ; stocks sufficient ; fodder deficient in four districts. *Karnatak and Kolhapur-Bijapur*—Similar to Deccan ; fodder deficient ; prices above normal ; rest generally fair to good ; stocks sufficient ; prices normal ; rain needed in 10 to 15 days ; fodder price rising in Kolhapur.

**Bengal.**—In most of the districts in Bengal rainfall has been above normal and it is reported that excessive rain has caused some damage to crops in the districts of Murshidabad, Patna and Gaya. The damage, however, is not serious or in any way general. Rain is deficient in the districts of Nadia, Jalpaiguri, Darjeeling, Dacca, Malda, Cuttack, Balasore and Puri. The greatest deficiency occurring in the district last named. Condition of the crops is very fair even in these districts and there seems to be no reason to anticipate any failure. Prospects generally are favourable and there appears to be no cause for any anxiety regarding the crops throughout the Province. The last *rabi* wheat and winter rice crops were good and good reserves of food-grains from previous harvests are believed to account for the general steadiness of prices in the Province. Prices during the last fortnight have been generally easier than during the corresponding period in the previous four years.

**United Provinces.**—Rainfall sufficient. Agricultural prospects good. Stocks ample. Prices normal or below normal.

**Punjab.**—General monsoon rain has been confined to the submontane districts, and the districts of Rohtak, Gurgaon, Delhi and Karnal, where the rainfall, although below the normal in quantity, has been fairly timely, and sufficient for autumn sowings. There have only been scattered showers in the rest of the Punjab, and lands dependent on rainfall will not be sown unless rain is received at once. Canals are running well. Prospects are satisfactory where monsoon rain has been received, and indifferent elsewhere. It is fortunate that rain has fallen in the south-eastern districts where it was more wanted. As the rest of the Province had a bumper year in 1903-04, and is protected by canals, there is not at present any ground for anxiety. Rain in Hissar has been in defect and badly distributed, but the district had a very good *khari* harvest last year, and falls of rain have been reported at Hissar in the last few days, the effect of which cannot yet be gauged. Stocks are ample and prices low and steady.

**Burma.**—Latest information as to monsoon and agricultural prospects as follows: Rainfall generally above average. Rains broke about middle of May as usual and during months of June and July rainfall has been in most parts heavy. Crop prospects are

excellent in Lower Burma. Floods destroyed early sowing of rice crop in Thaton, Amherst, Tavoy and Mergui districts of Tenasserim Division, but sowings have since been renewed. Excessive rain also caused some damage to maize and sesamum crops in Thayetmyo township of Thayetmyo district. Agricultural prospects are good on whole in Upper Burma. In a few townships in dry zone standing crops needed more rain for a time, but recent rain has improved prospects. Lieutenant-Governor sees no reason at present to anticipate any general failure of crops or scarcity in any part of Upper Burma. Stocks of grain are reported to be ample everywhere. About one-third of last year's rice crop is still stored at many centres in Lower Burma in expectation of better prices. In almost all markets throughout the Province prices are slightly below normal.

**Central Provinces.**—The monsoon rainfall is below the average in all districts except Sambalpur, but the distribution has been generally good. Timely rain has stopped the long break in the southern districts and Berar. Transplantation of rice and *biasi* ploughing, which were delayed for want of rain, are now being actively carried on. The break has caused some damage to early sown rice in Chanda. Prospects have much improved in the cotton, *juar* tracts of Nagpur and Berar and are now good everywhere except in Nimar where rain is still much needed. Germination has been generally good, but some resowings were necessitated by excessive rain during the early monsoon in the Chhattisgarh districts, by locusts in Nimar and Wardha, and by deficient rain in parts of Berar. Locusts have been infesting Nimar, Hoshangabad, Betul, Chhindwara, Wardha, Nagpur and the whole of Berar, but no reports of the general appearance of young hoppers have yet been received. The area sown is generally larger than that of last year; that under cotton has increased considerably in Hoshangabad, Betul, Wardha, Nagpur and Berar, while the area under *juar* has decreased. Prices of food-grains are generally below normal; they have risen somewhat in Berar, but elsewhere show only slight fluctuations. Grain stocks are believed to be normal.

**Assam.**—Excessive rainfall in April and May caused considerable damage to summer rice crop in Sylhet and some injury to early rice and late broadcast rice in Surma Valley and Lower Assam. Potatoe crop in part Khasi Hills suffered from heavy rain and hailstorms in April. During June and first part of July rainfall was generally deficient, retarding transplanting operations in Assam Valley, particularly in Upper Assam. Since then abundant rain everywhere; heavy in Surma Valley, threatening *aman* rice. In Cachar transplanting operations in full progress, but behindhand in Dibrugarh and Sibsagar. In latter district deficiency in *sali* crop anticipated. Agricultural prospects generally good. Early rice yielding fair to good outturn in every district, except Goalpara, Nowgong and Garo Hills. Jute in Goalpara and Sylhet suffered seriously. Prospects of other crops fair to good. Food stocks everywhere sufficient and prices nowhere above normal.

**North-West Frontier Province.**—Rainfall to 7th instant normal or above in Peshawar, Hazara, Bannu, Kurram; very deficient in Kohat and Dera Ismail Khan; area sown considerably below average in Dera Ismail Khan and parts of Bannu and Kohat; average or above elsewhere. Crop prospects poor in Dera Ismail Khan; fair or good elsewhere; more rain wanted everywhere except Hazara. Canal and hill torrent irrigation satisfactory; fodder sufficient; food stocks abundant; prices low; wheat 16 to 25 seers per rupee; barley 22 to 40; gram 20 to 33; maize 20 to 34; *bajra* 16 to 31, owing to exceptionally good *rabi* harvest. Prices now rising on account of deficient rain in Punjab and brisk export to sea-board.

**Coorg.**—Rainfall in Coorg above average. Agricultural prospects distinctly favourable. Prices normal and no reason to suppose any deficiency in stocks of grain.

**Rajputana.**—Rainfall sufficient generally throughout Province for agricultural operations usual at this season; excessive in parts of Kotah and Karauli; below average in Bikaner and Marwar where more rain is wanted. Agricultural prospects fair to good throughout agency. Stocks of grain sufficient. Prices normal or below normal. Report from Jaisalmer not received, but last week's report shows rainfall deficient and agricultural operations unsatisfactory. No immediate apprehension exists regarding any part of Province.

**Central India.**—Agricultural prospects generally fair to good throughout Central India, but present break in rains if continued will cause serious injury to crops and fodder in Indore State and to crops in parts of Malwa and Bhopawar Agencies. Stocks of grain sufficient everywhere. Prices everywhere normal or below normal.

By order,

J. WILSON,

Secretary to the Government of India.

E

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

## STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column *Total earnings*, audited figures have been used as far as possible.

RAILWAYS.	RESULTS OF WORKING DURING 2ND-HALF YEAR.										RESULTS OF WORKING FOR OFFICIAL YEAR.					
	AVERAGE EARNINGS PER MILE PER WEEK.		Mean mileage worked.		Total earnings for week ending.		Earnings per mile open for week.		Total earnings from 1st July to		Increase.		Decrease.			
	During 2nd-half of 1903.	During official year 1903-04.	1903.	1904.	1st August 1903.	30th July 1904.	1903.	1904.	1st August 1903.	30th July 1904.	Increase.	Decrease.	Total earnings from 1st April to			
													1st August 1903.	30th July 1904.	Increase.	Decrease.
State and Guaranteed Railways.																
East Indian	658	689	1,971	1,971	11,91,896	12,19,000	605	618	55,18,929	55,11,000	...	7,929	2,33,67,062	2,48,85,000	15,17,938	...
Bengal Central	246	212	139	139	25,590	26,500	184	191	94,180	96,800	2,620	...	4,00,740	4,02,000	1,260	...
Bengal-Nagpur (incldg. Raipur-Dhamtari 2' 6")	153	175	1,806	1,917	1,92,189	3,07,000	106	160	10,47,341	13,69,000	3,21,659	...	50,55,887	61,18,000	10,62,113	...
Great Indian Peninsula system	489	500	1,559	1,559	4,56,086	9,25,000	291	590	26,03,119	31,40,000	5,36,881	...	1,60,53,728	1,62,38,000	1,84,272	...
Indian Midland (incldg. Bhopal-Jhansi)	156	182	916	924	96,042	1,13,000	105	122	5,05,237	5,24,000	18,763	...	31,70,333	31,51,000	20,667	...
Berwada extn. (East Coast State)	243	200	21	21	3,976	4,800	189	229	19,594	18,500	...	1,094	1,00,720	1,02,000	1,280	...
North Western (incldg. Nowshera-Dargai 2' 6")	301	307	3,266	3,266	8,61,774	15,07,000	264	400	39,71,920	55,36,000	15,64,080	...	1,71,67,809	2,02,32,000	30,64,191	...
Outh and Rohilkhand (incldg. m. g.)	202	229	1,162	1,216	2,01,741	2,22,000	174	183	10,09,312	10,47,000	37,688	...	51,69,142	54,82,000	3,12,858	...
Eastern Bengal (incldg. metre and 2' 6")	466	400	899	(a) 977	2,85,977	(a) 399,000	317	316	12,33,844	(a) 11,28,000	...	1,05,844	46,66,465	(a) 47,72,000	1,05,535	...
Bombay, Baroda and Central India	591	592	461	504	1,77,138	2,26,000	384	448	10,36,878	10,20,000	...	7,878	65,18,744	62,89,000	...	2,29,744
Madras	262	275	900	905	2,01,381	2,60,000	224	287	10,81,647	11,24,000	42,353	...	45,84,284	46,76,000	...	...
North-East line	160	179	494	495	79,398	87,000	143	176	3,53,321	3,72,000	18,679	...	16,11,318	16,67,000	55,682	...
Hardwar-Dehra	145	159	32	32	4,044	3,300	126	103	20,983	18,100	...	2,883	1,00,038	93,600	...	6,438
Rajputana-Malwa (incldg. Godhra-Rutlam-Nagda 5' 6")	213	236	1,784	1,784	3,01,219	3,22,000	169	180	16,59,795	14,97,000	...	1,62,795	80,55,180	73,75,000	...	6,80,180
Patanpur-Deesa	28	32	17	17	381	400	22	23	2,291	2,100	...	191	11,472	9,800	...	1,672
South Indian	209	210	1,124	1,124	2,27,700	2,20,000	202	204	11,12,574	10,32,000	...	80,574	43,97,017	42,74,000	...	1,23,017
Tinnevely-Quilon	104	99	50	78	2,026	5,500	53	71	12,183	23,500	11,317	...	38,708	92,500	53,792	...
Tanjore District Board	104	101	71	99	7,278	10,500	102	106	38,534	49,500	10,966	...	1,49,168	1,91,000	41,832	...
Southern Mahrattā (incldg. Gl.M. Frun. sec.)	109	123	1,105	1,105	1,03,765	1,61,000	89	128	6,32,854	6,47,000	14,746	...	28,66,023	32,18,000	3,51,977	...
Mysore section (Southern Mahrattā)	94	102	296	296	22,941	24,300	78	82	1,15,942	1,05,000	...	10,342	5,45,325	5,11,000	...	34,325
Bengal and N.W. (incldg. Tirhoot sec.)	153	176	1,330	(b) 1,406	1,95,653	(b) 1,79,000	147	127	8,91,729	(b) 8,34,000	...	59,729	45,01,698	(b) 45,98,000	97,302	...
Lucknow-Bareilly	113	130	200	200	18,665	22,900	93	114	1,58,621	93,200	...	15,421	5,45,906	5,58,000	12,094	...
Assam-Bengal	79	75	643	740	37,000	50,900	58	69	1,78,862	2,17,000	38,138	...	7,07,824	7,99,000	91,176	...
Burma	176	204	1,337	1,337	2,01,546	1,97,000	152	147	9,48,321	9,49,000	679	...	42,92,747	45,36,000	2,43,253	...
Jodhpur-Hyderabad (British section)	88	94	124	124	8,648	10,600	70	85	47,418	46,900	...	518	2,09,705	2,17,000	7,295	...
Nilgiri	273	319	17	17	3,168	6,900	186	406	19,084	25,200	6,116	...	1,15,703	1,14,000	...	1,703
Special } Jorhat	57	57	28	30	2,246	1,400	80	47	9,983	6,500	...	3,483	30,986	26,100	...	4,886
TOTAL	275	297	21,821	22,353	49,02,068	62,31,000	285	279	2,42,75,296	2,64,41,500	21,66,004	...	11,43,61,732	12,06,28,000	62,66,268	...

Standard gauge.

Metre gauge.

Standard Gauge.	South Behar	121	128	79	79	8,777	8,800	111	111	42,979	39,000	58,400	5,929	1,75,834	1,95,000	17,100		
Standard Gauge.	Southern Punjab (Delhi-Samastia)	93	98	425	425	26,737	53,800	63	63	1,43,600	2,42,000	98,400	...	703,145	9,07,000	2,01,855	...	
	Rajpura-Bhatinda	104	160	107	107	13,508	17,600	130	130	71,874	77,000	5,126	...	3,38,884	3,24,000	...	14,824	
	Ludhiana-Dhuri-Jakkal	81	76	79	79	6,040	6,100	76	76	28,017	26,100	...	1,917	1,01,256	1,07,000	5,744	...	
	The Nizam's Guaranteed State	211	237	334	334	44,410	91,200	133	133	2,66,049	3,30,000	63,931	...	14,86,584	14,74,000	...	12,564	
	Tapi Valley	80	91	155	155	6,124	7,700	40	50	38,254	33,500	...	4,754	2,42,312	2,27,000	...	15,312	
	Patid Cambay	88	81	32	32	1,645	2,400	51	73	8,793	10,300	1,597	...	51,148	57,100	...	5,953	
	Nagda-Ujjain	51	65	34	34	1,820	1,200	...	35	7,193	7,100	...	95	48,692	43,700	...	4,993	
	Bina-Gooma-Bān	39	44	148	148	3,822	3,600	26	24	19,242	17,700	...	1,542	1,04,700	1,48,000	43,300	...	
	Bhopal-Ujjain	61	70	114	114	6,789	6,900	59	61	35,869	23,300	...	12,569	1,68,151	1,48,000	...	20,151	
	Kolar Gold-fields	405	425	10	10	2,905	4,400	290	440	18,747	21,800	3,053	...	72,804	83,400	20,596	...	
Metric Gauge.	Rohilkhand and Kumaon (Co.'s sec.)	157	138	66	66	8,919	11,200	135	170	42,567	52,500	9,933	...	2,00,159	2,16,000	13,841	...	
	Noakhali (Bengal)	30	30	30	30	623	800	21	23	2,534	3,500	946	...	(c) 7,496	16,200	8,704	...	
	Mymensingh-Jamulpur-Jagannathganj	97	85	53	53	3,024	3,000	57	57	13,010	11,900	...	1,110	55,745	50,200	...	5,545	
	Bengal-Doonars	210	171	36	36	7,955	7,200	196	200	28,954	29,800	846	...	82,616	97,000	14,384	...	
	Bengal-Doonars extensions	90	66	117	117	8,101	5,700	70	49	26,654	27,700	1,046	...	1,04,638	1,12,000	...	...	
	Dibru-Sadiya	232	232	78	78	18,755	15,600	240	200	84,630	76,100	...	8,539	3,13,060	3,25,000	11,940	...	
	Shoranur-Cochin	105	109	65	65	6,314	7,000	97	108	29,423	37,200	7,777	...	1,27,524	1,41,000	13,476	...	
	Ahmedabad-Pāranitij	47	57	55	55	1,914	2,300	35	42	11,601	11,600	...	...	57,624	68,100	10,476	...	
	Ahmedabad-Dholka	40	50	34	34	9,64	2,200	65	65	6,405	7,400	904	...	25,972	32,600	6,628	...	
	The Gackwar's railway	54	62	134	134	5,491	6,000	41	45	30,405	31,700	1,295	...	1,57,500	1,61,000	3,500	...	
Special Gauge.	Kolhapur	81	88	...	...	1,880	2,600	65	90	10,658	12,500	1,842	...	45,698	57,800	12,102	...	
	Yeshwantpur, Mysore Prov. sec. (incldg. M. Nanjangud)	80	85	67	67	4,580	8,000	68	120	21,001	32,900	11,899	...	98,576	1,43,000	44,424	...	
	Birur-Shimoga	29	33	36	36	764	1,200	20	32	4,266	4,000	...	266	21,547	24,000	2,453	...	
	Hyderabad-Godāwari Valley	87	108	392	392	17,993	32,200	46	81	1,33,588	1,45,000	11,412	...	9,07,624	8,34,000	...	73,624	
	Bhavnagar-Gondal-Junāgadh-Portbandar	75	96	334	334	17,994	23,200	54	60	58,297	96,000	...	1,327	6,12,443	7,02,000	89,537	...	
	Jetalsar-Rajkot	65	75	46	46	2,485	2,900	54	63	12,512	12,300	...	212	61,108	65,000	3,892	...	
	Jamnagar	49	53	54	54	2,010	2,000	37	37	9,752	8,200	...	1,552	53,870	45,800	...	8,070	
	Dhāngadra	31	40	21	21	504	800	24	38	3,339	3,600	261	...	19,913	22,200	2,287	...	
	Jodhpur-Bikaner	49	59	700	700	25,723	44,300	37	63	1,70,914	1,95,000	24,086	...	8,23,175	8,46,000	22,825	...	
	Jodhpur-Chitor	48	51	67	67	2,722	2,500	41	37	13,121	10,800	...	2,321	61,497	41,000	...	20,427	
Special Gauge.	Darjeeling-Himalayan	348	366	51	51	16,270	16,000	319	314	77,509	71,000	...	6,509	3,74,220	3,71,000	...	3,229	
	Kalka-Simla (d)	73	108	...	...	...	8,000	...	136	...	43,000	43,000	...	...	2,11,000	2,11,000	...	...
	Cooch Behar	81	73	34	34	2,034	2,700	60	79	11,449	8,900	...	...	...	38,700	...	243	
	The Gackwar's Dabhoi	44	59	88	88	2,220	3,700	25	42	15,707	16,100	393	...	1,33,596	1,19,000	...	...	
	Rajppla	19	24	37	37	479	500	13	14	2,977	2,800	...	177	17,837	17,800	...	37	
	Morvi	59	63	94	94	3,945	6,000	42	64	25,396	26,300	904	...	1,15,597	1,42,000	...	...	
	Barai	105	141	22	22	1,381	2,600	63	118	9,181	9,700	519	...	54,939	60,000	...	...	
	Total	97	107	4,443	4,508	3,19,011	4,59,500	72	102	17,33,835	19,65,300	2,31,465	...	87,49,869	93,83,600	6,32,731	...	...
	GRAND TOTAL	246	265	26,264	26,861	52,21,079	66,90,500	199	249	2,60,09,131	2,84,06,600	23,97,469	...	12,31,13,601	13,00,11,600	68,97,999	...	...

(b) Includes the Sagauli-Raxaul railway purchased by the State.  
(c) From 15th May to 1st August 1903.  
(d) Opened from 9th November 1903.

(a) Includes the Brahmaputra-Sultanpur and Ranaghat-Krishnagar Light railways purchased by the State.

A. R. JACOBSON,  
Offg. Under Secretary to the Govt. of

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SUPPLEMENT TO  
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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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*No Official Orders or Notifications, the publication of which in the GAZETTE OF INDIA is required by Law, or which has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.*

GOVERNMENT OF INDIA.  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

No. 256-R. Stat., Simla, the 1st August 1904.

**RETURN OF ACCIDENTS ON INDIAN RAILWAYS FOR THE TWELVE MONTHS  
ENDED THE 31ST DECEMBER 1903.**

**READ AGAIN—**

Government of India Order No. 306 R. Stat., dated the 7th September 1903.

**READ ALSO—**

The following note by the Director of Railway Traffic with Abstract return of accidents to trains, etc., on the open lines of railway in India for the twelve months ended the 31st December 1903.

**I.—Accidents to trains, rolling-stock, permanent-way, etc.**

Accidents to trains, rolling-stock, permanent-way, etc., as shown under Abstract No. 4, on pages 1418 and 1419 of the accompanying Abstract return, caused the death of 77 persons and injury to 218 persons, against 177 and 292, respectively, during the previous year.

**II.—Accidents to passengers from causes other than accidents to trains, rolling-stock, permanent-way, etc., including accidents from their own want of caution or misconduct; accidents to persons passing over level crossings; trespassers and others.**

2. Of the 804 persons killed and 540 injured under this heading in Abstract No. 1, 93 of the former and 331 of the latter were passengers, the remainder being persons passing over level crossings, trespassers, suicides and others. Details of the killed and injured will be found in Abstract No. 2.

**III.—Accidents to servants in the employ of Railway Companies or Contractors caused by the travelling of trains or the movement of vehicles used exclusively upon railways.**

3. There were reported as having been killed 275 servants of companies or contractors and 390 as injured, in addition to 15 killed and 95 injured included in the figures in paragraph 1. Details of these will also be found in Abstract No. 2.

4. Altogether the number of persons killed and injured on Indian railways in the course of public traffic during the year 1903 was as follows:—

	1903.		PREVIOUS YEAR.		INCREASE.		DECREASE.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>PASSENGERS—</b>								
From accidents to trains, rolling-stock, permanent-way, etc.	30	186	127	184	..	..	77	68
By accidents from other causes	93	331	98	289	..	41	3	..
<b>SERVANTS—</b>								
From accidents to trains, rolling-stock, permanent-way, etc.	15	95	37	95	..	..	23	..
By accidents from other causes	275	390	269	364	6	26	..	..
<b>OTHER PERSONS—</b>								
From accidents to trains, etc.	12	7	13	13	..	..	1	6
Persons passing over railways at level-crossings	16	3	16	3	..	..	..	..
Trespassers including suicides	648	177	650	167	..	10	2	..
Miscellaneous, not included in the above	35	22	21	26	14	..	..	4
<b>TOTAL</b>	<b>1,144</b>	<b>1,141</b>	<b>1,231</b>	<b>1,241</b>	<b>..</b>	<b>..</b>	<b>87</b>	<b>..</b>

5. In addition to the above, the Railway Companies have reported the following casualties and injuries upon their premises, but in which the movement of vehicles used exclusively upon railways was not concerned.

	NUMBER OF PASSENGERS AND OTHERS.		NUMBER OF SERVANTS.		TOTAL ALL CLASSES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1. While ascending or descending steps at stations	..	..	..	..	..	..
2. By being struck by barrows, by falling over packages, etc., on platforms.	..	†2	..	1	..	3
3. From falling off platforms	1	..	..	2	1	2
4. Whilst loading, unloading or heaving waggons	†2	5	4	30	6	35
5. Whilst moving or carrying goods or stations, etc.	..	..	..	5	..	5
6. Whilst working at cranes or capstans	..	..	1	4	1	4
7. By the falling of wagon-doors, lamps, bales of goods, etc.	†1	†3	3	17	4	20
8. From falling off or when getting on or off stationary engines or vehicles.	..	..	..	7	..	7
9. From falling off platforms, ladders, scaffolds, etc.	†2	†1	7	21	9	23
10. By stumbling whilst walking on the line or platforms	†1	3	1	4	2	7
11. Whilst attending to stationary engines in sheds	..	..	..	7	..	7
12. By being trampled on or kicked by horses	..	..	..	1	..	1
13. Whilst working on the line or in sidings	†1	†2	..	4	1	6
14. Miscellaneous	..	..	16	70	27	77
<b>TOTAL</b>	<b>519</b>	<b>1123</b>	<b>32</b>	<b>173</b>	<b>31</b>	<b>196</b>

\* Of these, eight were not passengers.

† Not (a) passenger (s).

|| Of these, thirteen were not passengers.

‡ Of these, five were not passengers.

§ Of these, fifteen were not passengers.

6. Thus the total number of persons reported to have been killed and injured during the twelve months amounted to 1,195 and 1,337 respectively.

IV.—Number of persons killed and injured by accidents to trains, rolling-stock, etc., during the year 1903.

7. The following is a summary of the number of accidents, as classified in Abstract No. 4, which occurred on the several railways and which resulted in loss of life or injury to persons:—

Railway.	Number of accidents reported during the year 1903.	PASSENGERS AND OTHERS.		SERVANTS.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
5' 6" GAUGE.							
Bengal-Nagpur	6	13	10	3	11	16	21
Bombay, Baroda and Central India	2	...	13	...	1	...	14
Eastern Bengal State	1	...	...	...	...	1	...
East Indian	14	6	10	2	17	8	27
Great Indian Peninsula	5	...	...	1	10	1	16
Indian Midland	2	...	...	1	4	1	4
Madras	11	2	20	1	11	3	31
North Western State	15	14	6	2	12	16	21
Oudh and Rohilkhand State	2	1	5	...	5	7	10
3' 3½" GAUGE.							
Azamgar-Bengal	2	...	11	...	1	...	12
Bengal and North-Western	11	22	33	2	2	24	35
Burma	3	...	...	3	11	3	11
Eastern Bengal State	1	...	...	...	1	...	1
Hyderabad-Godavari Valley	2	...	...	...	2	...	2
Rajputana-Malwa	2	...	...	...	3	...	3
Rohilkhand and Kumaon	1	2	10	...	...	2	16
Southern Mahratta	1	...	...	...	...	...	2
SPECIAL GAUGES.							
Kalka-Simla (2' 6")	2	...	...	...	2	...	2
Tezpur-Balipara (2' 6")	1	1	1	...	...	1	1
Gwalior Light (2' 6")	1	...	1	...	...	...	1
TOTAL	85	62	123	20	95	77	216
Previous year	82	140	197	27	95	177	292

8. A brief description of some of the accidents resulting in loss of life, injury to persons, or serious damage to rolling-stock, is given below :—

- (i) *Bengal-Nagpur railway*.—On the 27th December, Nos. 15 down passenger and 80 up goods trains collided at mile 533.9 between Sini and Gomharria, owing to the driver of the goods train having started on an incomplete conditional line clear ticket from Gomharria. Rolling-stock was considerably damaged, 13 passengers and 3 railway servants were killed and 9 passengers and 6 railway servants injured.
- (ii) *Bombay, Baroda and Central India railway*.—On the 8th April, Nos. 171 and 169 down locals collided at Andheri station, owing to the former train having been received on the line which was occupied by the latter. Thirteen passengers and one railway servant were injured.
- (iii) *East Indian railway*.—On the 18th May, No. 114 down goods train was started from Baidyanath station contrary to rules and collided with a ballast train, owing to negligence on the part of the station staff at Baidyanath and the staff of the goods train. One ballast cooly was killed and the guard of the ballast train and two coolies were injured.
- (iv) On the 21st May, a tank wagon containing kerosine oil, arrived at Mirzapur station and was being discharged after dark by the native agent of the Oil Company without the station master's knowledge. While the native agent was with a naked light, examining the tank from the manhole, the light accidentally fell into the oil and caused an explosion which resulted in the death of three persons and serious injury to one.
- (v) On the 19th June, No. 7 up passenger train ran into a wrong line at Asansol and collided with a train of empties, owing to the signaller having ordered the wrong lever to be thrown over. Rolling-stock was considerably damaged and eight passengers and the guard and brakesman were injured.
- (vi) *Great Indian Peninsula railway*.—On the 10th April, No. 286 up goods train was derailed near Bhiringi station, owing to bamboos falling on the line from a low-sided wagon. Permanent-way and rolling-stock were considerably damaged, and one railway servant was killed.
- (vii) *Indian Midland railway*.—On the 16th September, while a ballast train was being shunted at Datia station, the rear portion which had been uncoupled ran away and collided with a light engine. Rolling-stock and permanent-way were damaged, one railway servant was killed and three injured.
- (viii) *Madras railway*.—On the 8th January, No. 39 down mixed train ran into Kosgi station against signals and collided with No. 4 up mixed train which was standing at the station. Rolling-stock was considerably damaged, and 6 passengers and 2 railway servants were injured.
- (ix) On the 13th March, No. 29 local train was run into at Veyasarpady station by two light engines which had been attached to the rear of the train, but which had been uncoupled before the train came to a stand. Rolling-stock was slightly damaged, and 11 passengers and two railway servants were slightly injured.
- (x) *Oudh and Rohilkhand State railway*.—On the 16th August, No. 7 up mail train when passing through Matlabpur station prior to its formal opening for traffic, was derailed, owing to a gap in the facing points, which were not properly secured. Rolling-stock was considerably damaged, two passengers were killed and 4 injured.
- (xi) *North Western State railway*.—On the 11th May, a horse box was, during shunting operations, driven out of Larkhana station yard by a storm, through the carelessness of the station staff. It passed through Bakrani Road and collided with 53 up mixed train between Bakrani Road and Dokri stations. The horse box was seriously damaged, and a man who happened to be in it was killed.
- (xii) On the 8th June, Nos. 139 up and 140 down goods trains collided at mile  $1\frac{1}{2}$  between Hyderabad and Rahoki flag stations, owing to carelessness on the part of the assistant station master at Hyderabad. Rolling-stock and permanent-way were seriously damaged, and 4 firemen injured.
- (xiii) On the 13th June, Nos. 13 up mixed and 110 down goods trains collided at Sukheke station, owing to the driver of the goods train having run against signals while the mixed train was entering the loop or station line. Rolling-stock was considerably damaged, and 11 passengers were killed and 7 injured.
- (xiv) *Assam-Bengal railway*.—On the 10th October, a down special goods train from Chandpur ran against signals into Fajilpur station and collided with No. up mixed train which was standing on the platform siding. Rolling-stock was considerably damaged, and nine passengers and one railway servant were injured.



- (xv) *Bengal and North-Western railway*.—On the 5th February No. 4 down passenger train collided with No. 118 down goods train, which was standing beyond the platform, at Tahsil Deoria station, owing to the driver of the former train being unable to stop his train at the platform. Rolling-stock was considerably damaged, and the guard of the goods train seriously injured.
- (xvi) On the 12th June, Nos. 119 up goods and 6 down mixed trains collided at mile 1-18 between Sonapore and Bunwarchak stations, owing to 119 up goods train having been allowed to leave Sonapore after 6 down mixed train had left Bunwarchak. Rolling-stock was considerably damaged, and 16 passengers and the brakeman of 6 down were killed, and twenty-five, one of whom subsequently died, injured.
- (xvii) *Rajputana-Malwa railway*.—On the 4th July, No. 57 up mixed train collided with some vehicles standing in a siding at Chitorgarh station, owing to the points being incorrectly set. Rolling-stock was seriously damaged.
- (xviii) *Rohilkund and Kumaon railway*.—On the 21st April, No. 8 down passenger train parted between Mariaon and Bakhshi-ka-talab stations, owing to the draw-bar of the leading coupling of a 2nd class carriage breaking. The front portion of the train stopped at Bakhshi-ka-talab station and the rear portion crashed into it. Rolling-stock was damaged, two 3rd class passengers were killed and ten others injured.
- (xix) *Southern Mahratta railway*.—On the 8th April, 20-35 hours down special goods train collided with 11 up goods train between Birur and Kadur stations, owing to disregard of "line clear" rules on the part of the assistant station master and signaller of Birur station. Rolling-stock was considerably damaged, and the driver and one of the firemen of the goods train were injured.

## RESOLUTION.

With an increase of 932 miles, or 3·62 per cent., in the mean mileage worked, and of 1,082,000 miles, or 1·14 per cent., in the train-mileage run, it is noticed that the number of train accidents increased by 372, but the total number of persons killed and injured fell from 177 and 292 to 77 and 218, respectively. The total number of casualties to both passengers and servants from all causes (train accidents and accidents from causes other than accidents to trains) decreased under killed from 1,231 to 1,144, or by 7·07 per cent.; the number injured, *viz.*, 1,141, being the same as in the previous year.

The Governments of Madras, Bombay, Bengal, United Provinces of Agra and Oudh, Punjab and Burma.

The Honourable the Chief Commissioners of the Central Provinces and Assam.

The Honourable the Chief Commissioner of Coorg.

The Honourable the Resident at Hyderabad.

The Honourable the Resident in Mysore.

The Honourable the Agents to the Governor-General for Rajputana, Central India and Baluchistan.

The Honourable the Agent to the Governor-General and Chief Commissioner, North-West Frontier Province.

The Consulting Engineers to the Government of India for Railways, Calcutta, Lucknow and Assam.

The Managers, North Western, Oudh and Rohilkhand and Eastern Bengal State railways.

The Engineers-in-Chief, Ganges Bridge, (Allahabad-Fyzabad railway), Agra-Delhi Chord railway, and Murshidabad Branch of the Eastern Bengal State railway.

ORDER.—Ordered, that the above note, with the Abstract return and appendices thereto, be communicated, for information, to the Local Governments and Administrations, and to the officers noted in the margin.

Ordered, also, that copies be forwarded for the information of His Majesty's Government.

Ordered, further, that this Resolution, with the Abstract return, be published in the Supplement to the *Gazette of India*.

A. R. JACOBSON,

*Offg. Under Secy. to the Govt. of India*

*Document accompanying.*

Abstract return of accidents for the twelve months ended the 31st December 1903.

Enclosure to Government of India Order No. 256 R. Stat., dated the 1st August 1904.

ABSTRACT No. 1.

GENERAL TOTAL.

NUMBER OF PERSONS reported, during the TWELVE MONTHS ended the 31st December 1903, as KILLED OR INJURED ON ALL RAILWAYS open for TRAFFIC in INDIA, distinguishing between PASSENGERS, RAILWAY SERVANTS and OTHER PERSONS; and distinguishing also, in the case of the two former classes, between ACCIDENTS caused by ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., and ACCIDENTS happening otherwise.

	STANDARD GAUGE LINES.		METRE GAUGE LINES.		SPECIAL GAUGE LINES.		TOTAL ALL GAUGES.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
<b>PASSENGERS:—</b>								
From accidents to trains, rolling-stock, permanent-way, etc. . . . .	26	62	24	54	...	...	50	116
By accidents from other causes, including accidents from their own want of caution or misconduct . . . . .	74	242	17	88	2	1	93	331
<b>SERVANTS:—</b>								
From accidents to trains, rolling-stock, permanent-way, etc. . . . .	10	71	5	22	...	2	15	95
By accidents from other causes, including accidents from their own want of caution or misconduct . . . . .	219	310	55	73	1	7	275	390
<b>OTHER PERSONS:—</b>								
Whilst passing over railways at level-crossings . . . . .	18	7	10	2	...	1	28	10
Trespassers . . . . .	355	105	155	61	...	6	510	172
Suicides . . . . .	120	5	17	...	1	...	128	5
Miscellaneous, not included in either of the above . . . . .	19	16	18	6	...	...	35	22
<b>TOTAL</b> . . . . .	<b>841</b>	<b>818</b>	<b>299</b>	<b>306</b>	<b>4</b>	<b>17</b>	<b>1,144</b>	<b>1,141</b>

NUMBERS of PERSONS reported, during the TWELVE MONTHS ended the 31st December 1903, as KILLED or INJURED in INDIA  
PASSENGERS, RAILWAY SERVANTS and OTHER PERSONS, and classifying, as far as possible, the causes of the accidents.

Serial Number.	RAILWAY.	PASSENGERS.												OTHER PERSONS.											
		FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.*						FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.*						FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.*						FROM CAUSES OTHER THAN ACCIDENTS TO TRAINS, ETC.*					
		From accidents to trains, etc.—See Abstracts Nos. 3 and 4.						From accidents to trains, etc.—See Abstracts Nos. 3 and 4.						From accidents to trains, etc.—See Abstracts Nos. 3 and 4.						From accidents to trains, etc.—See Abstracts Nos. 3 and 4.					
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	6' 6" gauge.																								
1	Bengal Central					1				1															
2	Bengal-Nagpur*	12	10			1				2	12			2	12	14	22	11	1	1	1	1	1	1	1
3	Bombay, Baroda and Central India†	13	1	2		2	1			2	6			4	10	4	23	1	1					1	
4	Eastern Bengal State			2						2	4			1	9		9		1	2					
5	East Indian‡	1	8	3	4	2	7	4	2	121	28	3	1	33	54	34	62	2	17	4	5	2	1	1	2
6	Great Indian Peninsula§			2		2				2	7			1	4	18	4	13	1	10	3	3			7
7	Indian Midland¶									3				3			3	1	4		1				
8	Madras**	13				1	2	1		1	3			3	11	3	29	1	11		1			1	3
9	Nizam's Guaranteed State††																			2				1	
10	North Western‡‡	13	3	3	6	1	2	2	1	21	93	1	2	28	105	40	113	2	12	4	9		1		3
11	Odish and Rohilkhand¶¶	1	5		1		1			18				20	1	25		5	1	1		1	4		5
12	Tapel Valley					2								2			2								
	TOTAL	40	62	9	15	4	22	3	4	5	48	131	4	5	74	342	100	304	10	71	15	25	4	3	5
	Previous year	119	142	9	14	7	3	8	3	54	173		5	78	203	197	345	29	68	9	23	1	2	3	5
	6' 3½" gauge.																								
13	Assam-Bengal		11											1		13		1	1						1
14	Bengal and North-Western—Tirhoot section. Company's "	11	22	33	1	1				1	14	1		4	15	26	43	2	2						1
15	Bengal Douars§§																								1
16	Bhavnagar-Gondal-Jamnagar-Porbandar¶¶¶									1				1			1								
17	Burma					1				3	21	1	1	5	22	5	23	3	11	1	1		1		1
18	Cawnpore-Burhwal									1				1			1								
19	Deoghar																								
20	Dibru-Badiya***																								1
21	Eastern Bengal†††									2	5			2	5	2	5		1		2		1		
	Carried over	23	44	1	2			2	1	6	42	2	1	11	45	33	69	5	15	2	4		3		1

\* Including the Parlakimedi Light and Raipur-Bhamter railways.  
† " the Godhra-Rotim-Nagda, the Kogda-Ujjain and the Patal-Cambay railways.

‡ " the Delhi-Umballa-Mitka, the South Bihar and the Tarkapur railways.  
§ " the Amroli and Khamgaon railways.  
¶ " the Bhopal-Jabalpur, the Bhopal-Ujjain and the Bina-Goon-Baren railways.  
¶¶ " the Kolar-Gold-Fields, the Madras (North-East Line), and the Mithi and Bhadrachalam-Coimbatore (4' 6" gauge) railways.  
¶¶¶ " the Gandhinagar extension railways.

‡‡ Including the Jammu and Kashmir (Native State Section), Lucknow-Dhoni-Jakhal, Rajpura-Bhatinda, Southern Punjab, Khushab-Kohat-Thal, Nowshera-Dargai and Dandot Light railways.  
§§ " the Hardwar-Dehra railway.  
¶¶ " the Bareilly-Kanpur railway.  
¶¶¶ " the Bengal Doars extension.  
\*\*\* " the Dibrangra, Jamnagar and Jetalpur-Bajkot.  
††† " the Lado and Tikah-Margherita Colliery branch railway.  
†††† " the Bhamgaon-Bhamburda, Kanika-Dharika (3' 6" gauge) railways.

TO TRAINING, ETC.

B 2

\* Including the Jodhpur-Hyderabad railway (British section).  
† Ahmedabad-Patanchi, Lucknow's Mehsana Palanpur-Dessa, and Vindhya-Kalot-Kadi railways.  
‡ Lucknow-Bareilly Section, Rohilkhand and Kumaon railways.

by the TRAVELLING of TRAINS or the MOVEMENT of VEHICLES used exclusively upon RAILWAYS, distinguishing between the nature and causes of the ACCIDENTS occasioning the DEATH or INJURY—concluded.

including the Tanjore District Board and Travancore Branch railways.  
" Sirachchirappalli, Guntakal Mysore Frontier, Mudupur (Yercaudpur-Mysore frontier), Kothapur, Mysore-Nanjangud and Mysore section (Southern Malabar) railways. 1

# ABSTRACT No. 3.

1

[illegible]

NEW LINES (a)

GRAND LINES (b)

INDIAN RAILWAYS (c)

MADRAS (d)

	New Lines (a)				Grand Lines (b)				Indian Railways (c)				Madras (d)			
	Number.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Number of passengers and others.	Number of servants.	Total all classes.	Number.	Number of passengers and others.	Number of servants.	Total.	Number.	Number of passengers and others.	Number of servants.	Total.
	Accidents reported to Local Government under section 23 of Act, No. IX of 1930.	Killed.	Injured.	Total.	Accidents reported to Local Government under section 23 of Act, No. IX of 1930.	Killed.	Injured.	Total.	Accidents reported to Local Government under section 23 of Act, No. IX of 1930.	Killed.	Injured.	Total.	Accidents reported to Local Government under section 23 of Act, No. IX of 1930.	Killed.	Injured.	Total.
1. Collisions between passenger trains or parts of passenger trains.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line.	2	8	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains.	2	13	1	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines.	...	...	7	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails.	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.	...	10	16	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points.	2	15	17	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line.	1	174	175	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line.	2	21	23	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level crossings.	1	3	4	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines.	...	16	16	...	...	...	...	...	...	...	...	...	...	...	...	...
13. Ditto of tubes, etc., of engines.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of machinery, springs, etc., of engines.	...	39	39	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings.	...	84	84	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails.	...	13	13	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Ships in cuttings or embankments.	...	1	1	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains.	...	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts.	1	9	10	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Obstructions.	5	23	100	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES.	17	463	479	64	108	9	17	8	87	...	...	...	...	...	...	...

(a) Including the Delhi United, Kalka, South Bihar and Varanasi railways.  
(b) Amritsar and Kharagpur railways.  
(c) Bombay, Bikaner, Bhopal, Ujjain and Bikaner-Gurgaon-Rajm. railways.  
(d) Kolar Gold-field, Madras (North-West line), and the Madras and Shoremount-Cochin (S.W. line) railways.

\* Not a passenger.  
† Of these one was not a passenger.  
‡ Of these five were not passengers.  
§ Not a passenger.  
|| Of these two were not passengers.



ABSTRACT No. 8:—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the twelve months ended the 31st December 1903, as having occurred on the several railways open for traffic in INDIA, distinguishing the different classes of ACCIDENTS and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*contd.*

	NORTH-WESTERN (2).										CENTRAL.										EAST VALLEY.									
	RHEEM'S GUARANTEED STEEL (a).					ORDIN AND RIVETED STEEL (a).					Number of passengers and others.					Number of passengers and others.					Number of passengers and others.					Number of passengers and others.				
	Number.	Total all classes.	Killed.	Injured.	Other accidents.	Number.	Total all classes.	Killed.	Injured.	Other accidents.	Number.	Total all classes.	Killed.	Injured.	Other accidents.	Number.	Total all classes.	Killed.	Injured.	Other accidents.	Number.	Total all classes.	Killed.	Injured.	Other accidents.	Number.	Total all classes.	Killed.	Injured.	Other accidents.
1. Collisions between passenger trains or parts of passenger trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Collisions between passenger trains and goods or mineral trains, engines and vehicles standing foul of the line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between goods trains or parts of goods trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Collisions between light engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Passenger trains or parts of passenger trains leaving the rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Trains or engines travelling in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. Trains running into stations or sidings at too high a speed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9. Trains running over cables on the line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10. Ditto over obstructions on the line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11. Trains running through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12. The bursting of boilers of engines.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13(a). Ditto of tubes, etc., of engines.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13. The failure of machinery, springs, etc., of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14. The failure of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15. Ditto of wheels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16. Ditto of axles	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17. Ditto of brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18. Ditto of couplings	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19. Ditto of tannets, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20. Broken rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21. The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22. Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23. Fire in trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24. Fire at stations, or involving injury to bridges or viaducts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25. Other accidents	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL ALL CLASSES	2	14	16	141	99	3	285	229	1	5	3	285	229	1	5	3	285	229	1	5	3	285	229	1	5	3	285	229	1	5

	AMM-BEGAL (a).						BUREAU AND NORTH-WESTERN (including COASTAL SECTION) (b).						BUREAU DOON (c).						BUREAU AND GENERAL-JAWAHAR POREDOGA (d).										
	Number.	Number of passengers and others.		Number of servants.		Total all classes.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1930.	Number.	Number of passengers and others.		Number of servants.		Total all classes.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1930.	Number.	Number of passengers and others.		Number of servants.		Total all classes.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1930.	Number.	Number of passengers and others.		Number of servants.		Total all classes.	Accidents reported to Local Government under section 83 of the Indian Railways Act, No. IX of 1930.	
		Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.				Killed.	Injured.	Killed.	Injured.			Killed.
1. Collisions between passenger trains or parts of passenger train	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
2. Collisions between passenger trains and goods or mineral trains, etc., and goods and vehicles standing foul of the line	1	1	2	9	1	10	2	1	3	17	24	1	...	18	24	...	...	...	...	...	...	...	...	...	...	...	...	...	...
3. Collisions between goods trains or parts of goods trains	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
4. Collisions between light engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
5. Passenger trains or parts of passenger trains leaving the rails	10	14	24	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	4	4	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
7. Trains or engines travelling in the wrong direction through points	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
8. Trains running into stations or sidings at too high a speed	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
9. Trains running over cattle on the line	5	88	88	...	...	...	1	2	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
10. Ditto over obstructions on the line	...	6	6	...	...	...	7	16	22	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11. Trains running through gates at level crossings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12. The bursting of boilers of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
12(a). Ditto of tubes, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
13. The failure of machinery, springs, etc., of engines	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
14. The failure of tyres	5	5	...	...	...	...	1	45	46	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
15. Ditto of wheels	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
16. Ditto of axles	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
17. Ditto of brake apparatus	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
18. Ditto of couplings	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	...	...	1	18	19	...	6	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
20. Broken rails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
21. The flooding of portions of permanent-way	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
22. Slips in cuttings or embankments	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
23. Fire in trains	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
24. Fire at stations, or involving injury to bridges or viaducts	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
25. Other accidents	...	...	...	...	...	...	1	3	4	3	1	...	1	3	3	...	...	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL ALL CLASSES	17	128	145	11	...	1	25	294	308	23	33	2	24	35	...	10	89	49	...	...	...	...	...	...	...	...	...	...	...

1. Collisions between passenger trains or parts of passenger trains.
2. Collisions between passenger trains and goods or mineral trains, etc., and goods and vehicles standing foul of the line.
3. Collisions between goods trains or parts of goods trains.
4. Collisions between light engines.
5. Passenger trains or parts of passenger trains leaving the rails.
6. Goods trains or parts of goods trains, engines, etc., leaving the rails.
7. Trains or engines travelling in the wrong direction through points.
8. Trains running into stations or sidings at too high a speed.
9. Trains running over cattle on the line.
10. Ditto over obstructions on the line.
11. Trains running through gates at level crossings.
12. The bursting of boilers of engines.
- 12(a). Ditto of tubes, etc., of engines.
13. The failure of machinery, springs, etc., of engines.
14. The failure of tyres.
15. Ditto of wheels.
16. Ditto of axles.
17. Ditto of brake apparatus.
18. Ditto of couplings.
19. Ditto of tunnels, bridges, viaducts, culverts, etc.
20. Broken rails.
21. The flooding of portions of permanent-way.
22. Slips in cuttings or embankments.
23. Fire in trains.
24. Fire at stations, or involving injury to bridges or viaducts.
25. Other accidents.

TOTAL ALL CLASSES

(a) Including the Benauli Doon extension.

(b) Including Konthali (Bengal) railway, the Bagmati Doon railway.

(c) Including the Benauli Doon extension.

(d) Including the Benauli Doon extension.

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the TWELVE MONTHS ended the 31st December 1903, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident—*continued*.

[illegible]



ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the TWELVE MONTHS ended the 31st December 1903, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS and OF RAILWAY SERVANTS KILLED OR INJURED in each class of accident—*contd.*

[illegible]

ABSTRACT No. 3.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the TWELVE MONTHS ended the 31st December 1903, as having occurred on the several RAILWAYS open for TRAFFIC in INDIA, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS and OTHERS, and of RAILWAY SERVANTS KILLED or INJURED in each class of accident.—*contd.*

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SPECIAL TABLES—*contd.*

	KANKA BIRLA (P. O.).					MORI (P. O.).					POWAIYAR LAGAT (P. O.).					Number of bookings.
	Number.	Number of passengers and others.		Total all classes.	Number.	Number of passengers and others.		Total all classes.	Number.	Number of passengers and others.		Total all classes.				
		Killed.	Injured.			Killed.	Injured.			Killed.	Injured.		Killed.	Injured.		
1. Collisions between passenger trains or parts of passenger trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	
3. Collisions between goods trains or parts of goods trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	3	
4. Ditto light engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	
5. Passenger trains or parts of passenger trains leaving the rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	5	
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6	
7. Trains or engines travelling in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..	..	..	..	7	
8. Trains running into stations or sidings at too high a speed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	8	
9. Ditto over cattle on the line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	9	
10. Ditto over obstructions on the line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10	
11. Ditto through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..	..	..	..	11	
12. The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12	
13. Ditto of tubes, etc., of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13	
13(a)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(a)	
13(b)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(b)	
13(c)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(c)	
13(d)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(d)	
13(e)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(e)	
13(f)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(f)	
13(g)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(g)	
13(h)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(h)	
13(i)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(i)	
13(j)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(j)	
13(k)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(k)	
13(l)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(l)	
13(m)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(m)	
13(n)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(n)	
13(o)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(o)	
13(p)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(p)	
13(q)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(q)	
13(r)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(r)	
13(s)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(s)	
13(t)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(t)	
13(u)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(u)	
13(v)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(v)	
13(w)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(w)	
13(x)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(x)	
13(y)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(y)	
13(z)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	13(z)	
14. The failure of machinery, springs, etc., of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	14	
15. Ditto of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..	..	15	
16. Ditto of wheels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	16	
17. Ditto of axles	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17	
18. Ditto of brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	18	
19. Ditto of couplings	..	..	..	..	..	..	..	..	..	..	..	..	..	..	19	
20. Ditto of tumbler, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	20	
21. Broken rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	21	
22. The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..	..	..	..	22	
23. Slips in settling or embankments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	23	
24. Fire in trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	24	
25. Fire at stations, or involving injury to bridges or viaducts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	25	
26. Other accidents	..	..	..	..	..	..	..	..	..	..	..	..	..	..	26	
TOTAL ALL CLASSES	4	4	2	6	11	11	2	23	11	11	11	15	26	15	15	

TRAFFIC IN INDIA, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident.

### CHAPTER 10

1.  $\{A, B\}$  is a  $\mathcal{C}$ -basis for  $V$ .

—(1988) *Journal of the American Statistical Association* 83: 1073-1081.

**TOTAL ALL CLASSES**



ABSTRACT NO. 8.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, &c., reported during the twelve months ended the 31st December 1903, as having occurred on the several railways open for traffic in India, distinguishing the different classes of accidents and the number of passengers and others, and of railway servants killed or injured in each class of accident—contd.

	TERTIARY RAILWAYS (3' 6").						DEPARTMENTAL RAILWAYS (15' 6").						GRAND TOTAL (21' 0").						Number of head-ings.	
	Number.	Total.	Killed.	Injured.	Number of passengers and others.	Number of railway servants.	Total.	Killed.	Injured.	Number of passengers and others.	Number of railway servants.	Total.	Killed.	Injured.	Number of passengers and others.	Number of railway servants.	Total.	Killed.		Injured.
1. Collisions between passenger trains or parts of passenger trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
2. Ditto ditto and goods or mineral trains, engines and vehicles standing foul of the line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
3. Collisions between goods trains or parts of goods trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
4. Ditto light engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
5. Passenger trains or parts of passenger trains leaving the rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
7. Trains or engines travelling in the wrong direction through points	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
8. Trains running into stations or sidings at too high a speed	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
9. Ditto over cattle on the line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
10. Ditto over obstructions on the line	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
11. Ditto through gates at level-crossings	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12. The bursting of boilers of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
12(a). Ditto of tubes, etc., of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
13. The failure of machinery, springs, etc., of engines	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
14. Ditto of tyres	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
15. Ditto of wheels	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
16. Ditto of axles	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
17. Ditto of brake apparatus	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
18. Ditto of couplings	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
20. Broken rails	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
21. The flooding of portions of permanent-way	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
22. Slips in cuttings or embankments	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
23. Fire in trains	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
24. Fire at stations, or involving injury to bridges or viaducts	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
25. Other accidents	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL ALL CLASSES	1	4	5	10	10	10	21	18	3	21	3	24	1	1	1	1	1	35	35	1

ABSTRACT No. 8.—ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, ETC., REPORTED DURING THE YEAR 1905, AND DURING WHICH THE RAILWAY SERVANTS KILLED OR INJURED IN EACH CLASS OF ACCIDENT.—*Concluded*

[illegible]

ABSTRACT

ACCIDENTS TO TRAINS, ROLLING-STOCK, PERMANENT-WAY, etc., reported during the TWELVE MONTHS ending the 31st DECEMBER 1903, distinguishing the different CLASSES of ACCIDENTS and the number of PASSENGERS injured.

STANDARD GAUGE LINES.																	METRE GAUGE LINES.				
TWELVE MONTHS ENDING THE 31st DECEMBER 1903.																	TWELVE MONTHS ENDING THE 31st DECEMBER 1903.				
Previous year.				Number.			Number of passengers and others.		Total all classes.			Previous year.				Number.					
Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.				Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.			Killed.		Injured.		Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.			Accidents reported to Local Governments under section 83 of the Indian Railways Act, No. IX of 1890.							
Other accidents.				Other accidents.			Killed.		Injured.		Other accidents.			Other accidents.							
Total.				Total.			Killed.		Injured.		Total.			Total.							
1. Collisions between passenger trains or parts of passenger trains	2	3	5	2	4	6	18	2	21	2	2	4	1	5							
2. Collisions between passenger trains and goods or mineral trains, engines, and vehicles standing foul of the line	20	23	43	19	27	46	24	27	4	9	28	19	11	30							
3. Collisions between goods trains or parts of goods trains	7	27	34	6	44	50	1	2	17	3	17	4	6	10							
4. Collisions between light engines	1	7	8	3	15	18	...	...	1	2	1	...	6	6							
5. Passenger trains or parts of passenger trains leaving the rails	6	37	53	40	33	83	1	6	...	...	1	34	18	52							
6. Goods trains or parts of goods trains, engines, etc., leaving the rails	2	145	147	...	184	184	...	1	...	1	...	5	40	45							
7. Trains or engines travelling in the wrong direction through points	1	30	31	5	47	52	1	10	...	9	1	10	65	75							
8. Trains running into stations or sidings at too high a speed	1	6	7	...	9	9	...	...	6	...	6	2	23	25							
9. Trains running over cattle on the line	4	1,292	1,296	1	1,487	1,488	1	1	...	1	1	9	1,159	1,168							
10. Trains running over obstructions on the line	4	61	65	6	80	86	12	1	...	8	2	15	55	70							
11. Trains running through gates at level-crossings	2	...	22	1	33	34	...	...	1	...	1	1	12	13							
12. The bursting of boilers of engines	...	...	...	...	1	1	...	...	...	...	...	...	1	1							
12(a). The bursting of tubes, etc., of engines	...	259	259	1	215	216	...	...	5	...	5	...	53	53							
13. The failure of machinery, springs, etc., of engines	...	514	514	...	472	472	...	...	...	...	...	...	222	222							
14. The failure of tyres	...	3	3	...	6	6	...	...	...	...	...	1	1	2							
15. Ditto of wheels	...	2	2	...	6	6	...	...	...	...	...	...	3	3							
16. Ditto of axles	...	18	18	...	32	32	...	...	...	...	...	18	30	48							
17. Ditto of brake apparatus	...	2	2	...	2	2	...	...	...	...	...	...	4	4							
18. Ditto of couplings	1	191	192	1	183	184	...	...	1	...	1	3	143	146							
19. Ditto of tunnels, bridges, viaducts, culverts, etc.	...	...	...	...	2	2	...	...	...	...	...	1	2	3							
20. Broken rails	...	155	155	...	108	108	...	...	...	...	...	1	52	53							
21. The flooding of portions of permanent-way	4	47	51	9	48	57	...	...	...	...	...	23	40	63							
22. Slips in cuttings or embankments	1	36	37	1	16	17	...	...	1	...	1	6	15	21							
23. Fire in trains	1	113	114	...	166	166	...	...	...	...	...	3	100	103							
24. Fire at stations, or involving injury to bridges or viaducts	4	49	53	1	54	55	14	12	...	4	2	4	23	27							
25. Other accidents	11	404	415	13	385	401	18	11	2	15	5	11	220	231							
TOTAL FOR THE TWELVE MONTHS ENDING THE 31st DECEMBER 1903	...	...	...	88	3,404	3,592	87	67	10	71	47	...	...	...							
Previous year	...	...	...	82	3,444	3,526	131	152	29	68	160	...	...	...							
Mean mileage worked	14,905												11,314								
Number of servants employed	280,895												102,908								
Train-mileage of all descriptions	66,567,000												28,592,000								
Number of passengers carried	134,076,000												73,618,000								
Passenger-mileage	5,493,902,000												2,377,590,000								
Per man mile open—																					
Train-mileage of all descriptions	4,441												2,527								
Number of passengers carried	3,994												6,446								
Passenger-mileage	369,619												264,339								
Total passengers—																					
Killed per million of passengers	0.194												0.323								
Injured per million of passengers	0.462												0.733								
Killed per million of passenger-miles	0.005												0.008								
Injured per million of passenger-miles	0.011												0.019								

\* Of these, one was not a passenger.  
† Not (a) passenger (s).  
‡ Of these, two were not passengers.  
§ Of these, eleven were not passengers.

\* Of these, twelve were not passengers.  
† Of these, ten were not passengers.  
‡ Of these, three were not passengers.  
§ Of these, four were not passengers.



## ABSTRACT No. 5.

PROPORTION of PASSENGERS KILLED and INJURED on the SEVERAL RAILWAYS open for TRAFFIC in INDIA from causes beyond their own control in PASSENGER JOURNEYS for the years 1892 to 1903.

YEAR.	NUMBER OF PASSENGERS KILLED AND INJURED FROM CAUSES BEYOND THEIR OWN CONTROL FROM ACCIDENTS TO TRAINS.		Number of passenger journeys (inclusive of journeys by season ticket-holders).	PROPORTION RETURNED AS KILLED AND INJURED (FROM CAUSES BEYOND THEIR OWN CONTROL) TO NUMBER CARRIED.	
	Killed.	Injured.		Killed.	Injured.
1892 . . . . .	8	42	127,230,914	1 in 16,008,864	1 in 3,029,389
1893 . . . . .	51	84	135,262,950	1 in 2,652,216	1 in 1,610,261
1894 . . . . .	1	85	145,462,546	1 in 145,462,546	1 in 1,711,324
1895 . . . . .	8	37	151,723,981	1 in 18,965,498	1 in 4,100,646
1896 . . . . .	24	98	159,162,589	1 in 6,631,775	1 in 1,711,426
1897 . . . . .	22	128	150,618,092	1 in 6,846,277	1 in 1,176,766
1898 . . . . .	6	66	150,567,899	1 in 25,094,649	1 in 2,281,381
1899 . . . . .	8	89	169,542,715	1 in 23,220,388	1 in 1,890,621
1900 . . . . .	14	85	175,667,916	1 in 12,547,707	1 in 2,066,661
1901 . . . . .	8	47	177,852,204	1 in 59,284,068	1 in 3,784,621
1902 . . . . .	127	184	189,056,511	1 in 1,488,634	1 in 1,027,431
1903 . . . . .	50	116	210,231,000	1 in 4,204,620	1 in 1,812,330

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WAGES (in rupees) of SKILLED and UNSKILLED LABOUR for the HALF-YEARS ending 30th JUNE 1903 and 1904

DISTRICTS	AVERAGE MONTHLY WAGES					
	Able-bodied Agricultural Labourer		Syce or Horse-keeper		Common Mason, Carpenter, or Blacksmith	
	1904	1903	1904	1903	1904	1903
<b>Burma—</b>						
<i>Tenasserim—</i>						
Mergui . . . . .	15	15	15	15	30 to 37	30 to 37
Tavoy . . . . .	10	10	15	15	25	25
Moulmein and Amherst . . . . .	17	17	12 to 15	12 to 15	12 to 45	14 to 45
<i>Pegu (deltaic)—</i>						
Pegu . . . . .	22	18	12	12	32	32
Rangoon . . . . .	15	15	12	12	45	45
Thongwa . . . . .	30	30	12	12	30	30
Bassein . . . . .	35	25	13	12	30	28
<i>Pegu (inland)—</i>						
Tharawadi . . . . .	15 to 20	15 to 20	12 to 15	12 to 15	30 to 45	30 to 45
Henzada . . . . .	15	15	12	12	22	22
Prome . . . . .	7 to 12	7 to 12	10 to 15	12 to 16	30 to 40	30 to 45
Toungoo . . . . .	15	15	13	13	25	25
Thayetmyo . . . . .	15	15	12	12	30	30
<i>Upper Burma—</i>						
Mandalay . . . . .	15 to 20	15	10 to 15	15	20 to 50	30
Bamo . . . . .	11	11	12 " 15	12 to 14	40 " 50	40 to 50
Pakokku . . . . .	15	15	12	12	15	15
Meiktila . . . . .	12	12	15	15	30	30
<i>Arsakan—</i>						
Sandoway . . . . .	15	15	12	12	30	30
Kyaukpyn . . . . .	10	8 to 10	12	10 to 12	30	30
Akyab . . . . .	15 to 20	15 " 20	10 to 12	10 " 12	15 to 20	15 to 20
<b>Assam—</b>						
<i>Surma—</i>						
Sylhet . . . . .	7	7	7 to 10	7 to 10	13 to 30	13 to 30
Cachar . . . . .	8	8	7	7	14 " 16	14 " 16
<i>Hill tracts—</i>						
Khási and Jaintia Hills . . . . .	10 to 15	10 to 15	8 to 12	8 to 12	15 to 35 75	15 to 35
Gáro Hills . . . . .	7 5	7 5	9 " 12	9 " 12	18 " 30	18 " 30
Manipur . . . . .	7 to 10	7 to 10	8 " 10	8 " 10	15 " 25	15 " 25
Nágá Hills . . . . .	8 " 15	8 " 15	10 " 15	10 " 15	21 " 40	21 " 40
Lushai Hills . . . . .	15	...	12	...	40 " 45	...
<i>Brahmaputra—</i>						
Godipara . . . . .	7 5 to 15	7 5 to 15	8 to 10	8 to 10	15 to 30	15 to 30
Kámrup . . . . .	9	9	11	11	30	30
Darrang . . . . .	6 25 to 7 5	6 25 to 7 5	6 25 to 10	6 25 to 10	15 to 30	10 to 20
Nowgong . . . . .	11 25	11 25	10	10	24 37 " 30	24 37 " 30
Sibsagar . . . . .	10	7 to 12	8 to 12	7 " to 15	15 " 45	14 " 45
Lakhimpur . . . . .	9 to 12	9 " 12	10 " 12	10 " 12	12 " 45	12 " 60
<b>Bengal—</b>						
<i>Eastern—</i>						
Backerganj . . . . .	8	8	8	8	12 to 20	15 to 20
Noakhali . . . . .	7 5	9 37	7 to 8	7 to 8	15	15
Chittagong . . . . .	10 to 12	8 to 10	8 " 10	8 " 10	10 to 15	10 to 15
Tippera . . . . .	10	8	7 " 10	8 5	15	15
Dacca . . . . .	8	6 to 7 5	8	6 to 10	15	7 5 to 20
Maimensingh . . . . .	8	7	8	8	12 to 14	15
<i>Deltaic—</i>						
Khulna . . . . .	9 to 11	9 37 to 11	7 to 10	7 to 10	10 to 28	10 to 28
24 Parganas . . . . .	9 " 12	9 " 12	7 " 8	7 " 8	15 " 20	12 " 20
Midnapur . . . . .	8 5	8 5	7 5	7 5	12 " 18	12 " 18
Howrah . . . . .	10 to 15	10 5	8 to 9	8 to 9	12 " 15	14 " 18
Calcutta . . . . .	...	...	9	9	20	20

WAGES (in rupees) of SKILLED and UNSKILLED LABOUR for the HALF-YEARS ending  
30th JUNE 1903 and 1904—continued

Districts	AVERAGE MONTHLY WAGES					
	Able-bodied Agricultural Labourer		Syce or Horse-keeper		Common Mason, Carpenter, or Blacksmith	
	1904	1903	1904	1903	1904	1903
<b>Bengal—continued</b>						
<i>Deltaic—continued</i>						
Hooghly . . . . .	10	10	7	7	12 to 20	12 to 20
Nadia (Krishnagarh) . . . . .	7'5	9'37	7	7	10 " 15	12 " 15
Jessore . . . . .	10	9'37	7	7	12 " 15	10 " 15
Faridpur . . . . .	10	10	9	8	15	13 " 15
<i>Central—</i>						
Bankura . . . . .	7'5	6'75	6 to 7'5	6'25	9'5	10
Bardwan . . . . .	11'25	10	6	6	15	15
Birbhum . . . . .	6	6	6	5	15	12
Murshidabad . . . . .	7'5	6	5 to 6	5	12 to 15	15 to 20
Santhal Parganas . . . . .	6	6	5 to 6	5	12 to 15	15 to 20
Pabna . . . . .	4'60 to 6	4'60 to 5'62	5 " 6	5 " 6	5 " 10	7'5 " 15
Bogra . . . . .	8 " 10	8 " 10	7 " 8	6 " 8	12 " 30	10 " 22
Rajshahi . . . . .	9'37	9'37	5 " 8	5 " 8	12 " 30	12 " 30
Malda . . . . .	7	6 to 7	6'06	4 " 6	13'06	7'5 " 15
	7'5	7'5	6	6	10 to 15	9'37 " 15
<i>Northern—</i>						
Rangpur . . . . .	10	10	7	7	15	15
Dinajpur . . . . .	8 to 15	8	7	6	15 to 20	15 to 20
Jalpaiguri . . . . .	8'5	7'5	8	8	22'5	15 " 20
<i>Hills—</i>						
Darjeeling . . . . .	7 to 15	9'37	8 to 10	8 to 10	12 to 25	12 to 25
<i>Orissa—</i>						
Puri . . . . .	6	6	6	6	10	10
Cuttack . . . . .	5	5	5'5	5'5	9 to 10	9 to 10
Balasore . . . . .	6'12	5 to 6	4 to 7	4 to 8	8 " 12	7'5 " 12
<i>Chota Nagpur—</i>						
Singbhum . . . . .	4	4	7	7	12 to 15	12 to 15
Manbhum . . . . .	4'60 to 5'62	5'62	5 to 7	6 to 7	11'25 " 15	11'25 " 15
Ranchi . . . . .	4'5	3	5	5	8	8
Palamau . . . . .	6'09	6'09	4 to 5	4 to 5	7'5 to 12	7'5 to 12
Hazaribagh . . . . .	5 to 6	5 to 6	5 " 8	6 " 8	7'5 " 15	8 " 15
<i>Bihar, south—</i>						
Monghyr . . . . .	4 to 5	3'75 to 5	4 to 6	4 to 6	6 to 15	8 to 15
Gaya . . . . .	4 " 5	4 " 5	4 " 5	4 " 5	6 " 12	6 " 12
Patna . . . . .	5'5	5 " 6	5'5	5 " 6	11	8 " 12
Shahabad . . . . .	4'60	4'60	5'5 to 6	5'5 " 6	7'5 to 9'37	7'5 " 9'37
<i>Bihar, north—</i>						
Purnea . . . . .	3'62	6	5	6	11'25	15
Bhagalpur . . . . .	6	6'5	5	5	7'5 to 10	6 to 10
Darbhanga . . . . .	3'75 to 5	3'75 to 5	3 to 5	3 to 5	5'02 " 10'31	5'62 " 10'31
Muzaffarpur . . . . .	4 " 5	4 " 5	4 " 5	4 " 5	7 " 8	7 " 8
Saran . . . . .	3'75 " 5'62	3'75 " 5'62	4 " 10	4 " 10	7'5 " 10	7'5 " 11'25
Champaran . . . . .	4	4	4	4	6	6
<b>United Provinces—</b>						
<i>(a) AGRA—</i>						
<i>Eastern—</i>						
Mirzapur . . . . .	4	4	5	5	8	8
Benares . . . . .	3'75	3'75	5'5	5'5	5'62	5'62
Ghazipur . . . . .	3'39	3'39	4	4	7'5	7'5
Jaunpur . . . . .	3'75	3'5	4	4	8'44	7'5
Allahabad . . . . .	3'51	3'43	4'19	4'19	7'87	7'87
<i>Central—</i>						
Banda . . . . .	3	3	4	4	7	7
Fatehpur . . . . .	3'56	3'33	4'5	4	5'62 to 7'37	5'62 to 7'37
Hamirpur . . . . .	3'44	3'44	4	4	6'75	6'75
Jalaun . . . . .	4'56	4'25	4'75	4'75	7'62	7
Cawnpore . . . . .	4	3'84	4'25	4'25	8'06	7'56
Jhansi . . . . .	3'62	3'5	5	5	8'25	7'81
Etawah . . . . .	6	6	5	5	12	12
Farukhabad . . . . .	5'5 to 6'5	5'19 to 6'44	5'12 to 6'56	5'31 to 6'87	9'12 to 12	8'69 to 11'19
Mainpuri . . . . .	5'56	5'56	5'5	5'5	12	10
Rith . . . . .	5 and 5'62	5 and 5'62	5 and 6	5 and 6	9 and 11	9 and 11

WAGES (in rupees) of SKILLED and UNSKILLED LABOUR for the HALF-YEARS ending  
30th JUNE 1903 and 1904—continued

DISTRICTS	AVERAGE MONTHLY WAGES					
	Able-bodied Agricultural Labourer		Syce or Horse-keeper		Common Mason, Carpenter, or Blacksmith	
	1904	1903	1904	1903	1904	1903
<b>United Provinces—continued</b>						
<b>(a) AGR—continued</b>						
<b>Western—</b>						
Meerut . . . . .	4	5'5	5	6	10	10
Agra . . . . .	5 to 6	5 to 6	6 to 7	6 to 7	8 to 10	8 to 10
Muttra . . . . .	5'62	5'62	6	6	11'25	11'23
Aligarh . . . . .	5	5	5	5	10 to 15	10 to 15
Bulandshahr . . . . .	5	5	5	5	10	10
<b>Submontane, east—</b>						
Ballia . . . . .	4'37	4'37	4	4	8'12	8'12
Azamgarh . . . . .	3'27	3'32	4'08	4'08	7'21	7'21
Gorakhpur . . . . .	3'24	3'12	3'62	3'62	7'47 to 7'97	7'37 to 7'81
Basti . . . . .	1'87 to 2'81	1'87 to 2'81	3 to 4	3 to 4	7'5 " 8'5	8 " 12
<b>Submontane, west—</b>						
Shahjahanpur . . . . .	6 and 8	6 and 8	5 to 7	5 to 7	10 to 15	10 to 15
Budaun . . . . .	6	6	5	5	15	10
Pilibit . . . . .	4'23	4	4'54	4'5	7'76	7'64
Bareilly . . . . .	5	4	5	5	10	10
Moradabad . . . . .	5'62	5'62	5'5	5'5	10'31	10
Bijnor . . . . .	3'75 to 4'5	3'75 to 4'5	4 to 5	4 to 5	8 to 9'5	8 to 9'5
Muzaffarnagar . . . . .	4'5	4'5 and 4'5	4 and 5	4 and 5	11 and 12	11 and 12
Saharanpur . . . . .	5 and 6	5 " 6	5 " 6	5 " 6	10 " 12	10 " 12
Dehra-Dun . . . . .	6 to 7	6 to 7	5 to 7	5 to 7	12 to 15	12 to 15
<b>Hills—</b>						
Naini Tal . . . . .	5	5	6	11	10	10
Almora . . . . .	4 to 8	4 to 8	5 to 6	5 to 11	10 to 12	10 to 12
Garhwal . . . . .	4'69 " 5'62	4'69 " 5'62	5 " 6	5 " 6	7'5 " 15	7'5 " 15
<b>(b) OUDH—</b>						
<b>Southern—</b>						
Partabgarh . . . . .	3	3	3'5	3'5	6	6
Sultanpur . . . . .	3'28	3'28	4	4	7'27	7'27
Rae-Bareilly . . . . .	3'66	3'66	4'37	4'37	7'84	7'84
Unao . . . . .	4'69 to 5'62	4'22 to 4'69	4'5 to 5	4'22 to 4'69	9'37 to 11'25	8'5 to 9'87
Lucknow . . . . .	4	4	5	4'25	10	7'5
Hardoi . . . . .	6'37	5'83	5'75	5'5	12'25	10'33
<b>Northern—</b>						
Fyzabad . . . . .	1'87 to 4	1'87 to 4	4	4	5'62 to 7'5	5'62 to 7'5
Barabanki . . . . .	3'5	3'37	4	4	8	7'37
Gonda . . . . .	3'06	2'81	3'87	3'69	8'44	8'12
Bahraich . . . . .	3'75	3	4 to 5	4 to 5	11 to 10	8 to 10
Shapur . . . . .	3'22	3'19	4'25	3'75	7'97	7'94
Kheri . . . . .	3'5	3'5	4'5	4'75	9'75	9'5
<b>Rajputana—</b>						
<b>Eastern—</b>						
Partabgarh . . . . .	7'5	7'5	5'62	5'62	15 to 16'87	15 to 16'87
Banswara . . . . .	2'5	5	2'5	5	5'62 " 9'37	18'75
Mewar (Udaipur) . . . . .	4 to 6	4 to 5	5'5 to 6	5'5 to 7	22 " 35	22 to 35
Hilly Tracts of Mewar (Dungarpur) . . . . .	3'61	3'26	5	4'52	7'51 " 10'69	6'52 " 11'74
Sirohi . . . . .	4 to 6	4 to 6	5 to 6	6	10 " 15	15
Erinpura . . . . .	6	6	6	6	12	12
Ajmer . . . . .	4'69 to 7'5	4'69 to 7'5	5 to 8	5 to 8	7'5 to 15	7'5 to 15
Abu . . . . .	6'5 and 7	6'5 " 7	7 and 8	7 " 8	18'75 " 22'5	18'75 and 22'5
Kishangarh . . . . .	4 to 5	5 " 6	5 to 7	6 " 8	5 " 30	8 to 30
Bundi . . . . .	5'62	5'62	5'62	5'62	7'5 " 15	7'5 " 15
Kotah . . . . .	4	4	4	4	7'5 " 8	7'5 " 8
Jhalawar . . . . .	3 to 4	3 to 4	3'5 to 5'5	3'5 to 5'5	7	7
Tonk . . . . .	3'75	3'75	3'75	3'75	3'75 to 7'5	3'75 to 7'5
Jaipur . . . . .	2'81 to 3'75	2'81 to 3'75	3'5 to 6	3'5 to 6	5'62 " 15	5'62 " 15
Karauli . . . . .	2'5	2'5	...	...	6 " 8	6 " 8
Dholpur . . . . .	3'28	3'28 to 5'62	...	...	3'75 " 24'37	5'62 " 40
Bharatpur . . . . .	3 to 5	3 " 5	...	...	6 " 17	6 " 17
Alwar . . . . .	3'75 to 6'56	2'34 " 5'62	...	...	5'62 " 15	5'62 " 15
Deoli . . . . .	...	3'75 " 5'62	...	...	...	7'5 " 9'37



WAGES (in rupees) of SKILLED and UNSKILLED LABOUR for the HALF-YEARS ending  
30th JUNE 1903 and 1904—continued

DISTRICTS	AVERAGE MONTHLY WAGES					
	Able-bodied Agricultural Labourer		Syce or Horse-keeper		Common Mason, Carpenter, or Blacksmith	
	1904	1903	1904	1903	1904	1903
<b>Rajputana—continued</b>						
<i>Eastern—continued</i>						
Nasirabad . . . . .	5'60	7'5	7 to 9	7 to 9	9'48 to 11'37	10 to 15
Bálmer . . . . .	5'62	3'75	5'62	5'62	11'25	11'25
Anádra . . . . .	8 and 9	5 and 6	7 and 8	...	20 and 22	12'5 to 15
Shahpura . . . . .	5'62	5'62	5'62	5'62	7'5 to 11'25	7'5 " 11'25
<i>Western—</i>						
Jodhpur . . . . .	5'62	3'75	5'62	5'62	11'25	11'25
Jaisalmer . . . . .	8 to 14	8 to 14	6	6	15	15
Bikaner . . . . .	3'75	3'75	5'16	5'16	9'37 to 15	9'37 to 12
<b>Central India—</b>						
Indore . . . . .	9'37	5	6	7	22'5	15
Nimach . . . . .	6	5	8	7	13 to 14	13 to 13'5
Gwalior . . . . .	5'62	9'37	4 to 5	4 to 6	11'25 " 13'12	18'75 " 24'37
<b>Panjab—</b>						
<i>Southern—</i>						
Hissar . . . . .	6	5	6	5	12	10
Ferozpur . . . . .	7'5	5'62	7	7	19	15
<i>Central—</i>						
Lahore . . . . .	8	6	7	7'5	20'62	16'87
Gujránwála . . . . .	7	5'5	6'5	6'5	24'37	13'5
Gujrát . . . . .	6	6	6	6	15	15
Jhelam . . . . .	7'5	6	7	7	15	15
<i>South-eastern—</i>						
Gurgáon . . . . .	5	5	5	5	15	15
Delhi . . . . .	8'5	6	6	6	17	15
Rohtak . . . . .	6	6	6	6	9'33	9'33
Karnál . . . . .	7'5	7'5	6	7	15	15
<i>Submontane—</i>						
Ambala . . . . .	9'37	8	6	6	14	13'5
Ludhiána . . . . .	7'5	7'5	7	7	15	15
Jalandhar . . . . .	7'5	5'62	7	7	15	11'25
Hoshiárpur . . . . .	5	5	7	6	10	10
Gurdáspur . . . . .	7'5	7'5	6	6	15	15
Amritsar . . . . .	■	8	■	6	15	15
Sialkot . . . . .	8	6	8	6	20	15
<i>Hills—</i>						
Simla . . . . .	9'37	8'44	8	8	21'46	21'23
Kángra . . . . .	8	8	6	6	15	15
<i>Northern—</i>						
Ráwalpindi . . . . .	6'5	6'5	6'56	9	18'75	24
<i>Western—</i>						
Sháhpur . . . . .	6	7	7	6	15	15
Jhang . . . . .	7'5	7'5	9	9	20	20
Multan . . . . .	12	12	7	7	26	26
Montgomery . . . . .	8'44	8	7'5	7'5	25	22'5
Muzaffargarh . . . . .	4'5	4	6'5	6	15'5	15
Dera Ghazi Khan . . . . .	4	4	6	6	15	16'87
<b>N.W. Frontier Province—</b>						
Hazára . . . . .	5'5 to 7'5	7'5	8 to 10	7 to 8	15 to 25	15 to 22'5
Pesháwar . . . . .	6 " 7	6 to 7	7 " 8	7 " 8	15 " 30	15 " 30
Kohát . . . . .	9	10	9 " 10	9 " 10	25	25
Bannu . . . . .	8 to 10	6 to 10	6 " 10	6 " 8	15 to 30	15 to 30
Dera Ismail Khan . . . . .	7'5	7'5 " 9'37	6 " 7	6'44 " 8	15 " 30	15 " 22'5
<b>Sind and Baluchistan—</b>						
Karáchi . . . . .	10	12	12	12	30	30
Hyderabad . . . . .	10	10	10	13	35	33

WAGES (in rupees) of SKILLED and UNSKILLED LABOUR for the HALF-YEARS ending  
30th JUNE 1903 and 1904—continued

DISTRICTS	AVERAGE MONTHLY WAGES					
	Able-bodied Agricultural Labourer		Syce or Horse-keeper		Common Mason, Carpenter, or Blacksmith	
	1904	1903	1904	1903	1904	1903
<b>Sind and Baluchistan—continued</b>						
Thar and Parkar (Umarkot)	7	7	8	8	22 to 30	22 to 30
Shikarpur	10	10	10	10	30	30
Upper Sind Frontier	9	9	9	9	22½ to 30	22½ to 30
Quetta	10 to 15	10 to 15	12 to 15	12 to 15	30 " 40	30 " 40
<b>Bombay—</b>						
<b>Konkan—</b>						
Karwar	7½	7½	10	10	18½ to 22½	22½
Ratnagiri	5½	6	8	8	12 " 15	12 to 15
Alibag	6	5½	8	7½	15 " 22½	15 " 22½
Bombay	12	11	10	9½	27½ " 42	27½ " 42
Tanna	7½	7½	11	10	18½ " 22½	18½ " 22½
<b>Deccan and Karnatak—</b>						
Dharwar	7½	7½	8	8	20	20
Belgaum	6	6	7½	7½	14 to 15	14
Satara	5½	6½	7½	8	15 " 17½	16½ to 18½
Sholapur	7	6½	9	9	15 " 22½	20 " 22½
Bijapur	5½	5½	6	6	12 " 15	13½ " 15
Poona	7 to 9	7 to 9	8 to 11	8 to 11	15 " 30	15 " 30
<b>Khandesh and N.-E. Deccan—</b>						
Ahmadnagar	9½	10	10	10	15 to 20	15 to 20
Nasik	7½	7½	9	9	15 " 22½	15 " 22½
Dhulia	7	6	9	9	15 " 22½	15 " 22½
<b>Gujarat—</b>						
Surat	9½	8½	9	9	18½ to 23½	18 to 20½
Broach	7½	7½	7½	7½	15 " 22½	15 " 22½
Kaira	3½	3½	9	9	9 " 18½	9½ " 18½
Baroda	7½	7½	7	7	18½ " 22½	18½ " 22½
Ahmadabad	7½	8	8	8	15 " 22½	15 " 22½
Godhra	3½	3½	7	7	11½ " 15	11½ " 15
Dasa	5½	5½	8	8	18½	18½
<b>Kathiawar—</b>						
Rajkot	7½	7½	7½	7	15 to 23	15 to 22½
<b>Central Provinces—</b>						
<b>Western—</b>						
Nimar	6	6	6	6	15	15
Asirgarh Cantonment	6	6	6	6	15	15
Hoshangabad	6	5	6	6	13 to 14	13½ to 14
Betul	4	4	6	6	15	15
Chhindwara	5½	4	8	8	15	15
Nagpur	8	6	7	7	18 to 20	18
Wardha	6	5½	7	6	18½ " 22½	20
<b>Central—</b>						
Narsinghpur	5	4	7	6	15	12
Saugor	4½	5	8	6	15	18½
Damoh	4	4	6	6	12 to 15	12 to 15
Jubbulpore	3½	3½	6	6	12½	12½
Mandla	4	4	6	6	12 to 15	12 to 15
Seoni	5	4	7	6	15 " 20	17½ " 17½
Balaghát	6	5½	8	5½	12 " 22	10 " 13
Bhandara	6	4	8	6	15	15
Chanda	7½	4½	7½	7½	15 to 22½	13½ to 18½
<b>Eastern—</b>						
Bilaspur	4	4	5	5	16	16
Raipur	4	4	4	4	10 to 15	10
Sambalpur	3½	3½	4	4	18	12
<b>Bengal—</b>						
Buldana	6	6	7	7	20	20
Báim	7½	7½	7	7	20	21½
Akola	8	7½	8	7½	22½	21½
Ellichpur	8	6	6	7	19 to 24	17½
Amráoti	7	7	7	6	19½	18½
Wun	6	6	6	6	15 to 25	20

**WAGES (in rupees) of SKILLED and UNSKILLED LABOUR for the HALF-YEARS ending  
30th JUNE 1903 and 1904—concluded**

DISTRICTS	AVERAGE MONTHLY WAGES					
	Able-bodied Agricultural Labourer		Syce or Horse-keeper		Common Mason, Carpenter, or Blacksmith	
	1904	1903	1904	1903	1904	1903
<b>Nizam's Territories—</b>						
Secunderabad . . . . .	6'24 to 8'55	9 to 10	6'84 to 10'26	8 to 9	17'1 to 21'38	20 to 25
Bolaram . . . . .	6	6	7 " 10	7 " 10	22'5	22'5
Chadarghat . . . . .	7'12	7'12	8	8	25	15
<b>Madras—</b>						
<b>Malabar Coast—</b>						
Malabar . . . . .	6'69	6'31	6'87	6'87	14'56 to 16'81	14'56 to 16'81
S. Canara . . . . .	5'81	5'87	6'75	6'75	16'87 " 18'75	16'87 " 18'75
<b>South, central—</b>						
Coimbatore . . . . .	3'94	4'12	6'5	6'19	17'5 to 20	16'25 to 18'75
Nilgiris . . . . .	6'75	6'75	8'75	8'75	23'75	23'75
Salem . . . . .	3'44	3'44	5	5	13'25 to 15'94	13'25 to 15'62
<b>Central—</b>						
Bellary . . . . .	5'25	4'69	8	8	15 to 16'87	15 to 16'87
Anantapur . . . . .	4'44	4'56	7'5	7'5	15	15
Cuddapah . . . . .	4'62	4'75	7'5	7'5	15	15
Karnul . . . . .	4'06	4'19	5'75	5'75	15	15
<b>East Coast, north—</b>						
Ganjam . . . . .	4'12	4'12	6	6	10'44 to 12'69	10'44 to 12'69
Vizagapatam . . . . .	3'25	3'31	5'37	5'37	10'31 " 10'81	10'31 " 10'81
Godavari . . . . .	4'87	4'94	6'31	6'31	16'69 " 17	16'69 " 17
<b>East Coast, central—</b>						
Kistna . . . . .	5'31	5'37	7'5	7'5	16'69 to 17'25	16'69 to 17'25
Nellore . . . . .	4'62	4'69	5'5	5'5	15	15
<b>East Coast, south—</b>						
Madras . . . . .	...	...	6'5	6'5	13 to 16	13 to 16
Chingleput . . . . .	4'62	4'62	5'5	5'5	13'37 " 14'69	13'37 " 14'69
N. Arcot . . . . .	4'94	5	6'19	6'12	15 " 15'94	15 " 17'44
S. Arcot . . . . .	1'94	4'94	6'69	6'69	13'75	13'12
Tanjore . . . . .	5	4'94	6'62	6'62	15'37 " 16'87	15'37 to 16'87
Trichinopoly . . . . .	4'5	4'5	7	7	13'12 " 15	13'12 " 15
<b>Southern—</b>						
Tinnevely . . . . .	4'87	4'87	7	7	14'5 to 14'81	14'56 to 15'5
Madura . . . . .	6'69	6'75	6'94	6'94	14'62 " 15'75	14'62 " 15'75
<b>Mysore—</b>						
Mysore . . . . .	7	7'5	9	7'5	20 to 30	15
Bangalore . . . . .	6 to 12	6 to 12	8	8	15 " 22'5	13 to 22'5
Kolar . . . . .	6 " 7	6 " 7	8 to 10	8 to 10	20 " 30	20 " 30
Tumkur . . . . .	7'5	7'5	6	6	15 " 25	15 " 25
Hassan . . . . .	3'75 to 7'5	3'75 to 7'5	7	8	22'5 " 30	22'5 " 30
Kadur . . . . .	7'5	8	7'5	8	22'5	22'5
Shimoga . . . . .	3 to 6	3 to 6	3 to 10	3 to 10	10 to 20	10 to 25
Chitaldrug . . . . .	6	7	9	7	22'5	20
<b>Coorg—</b>						
Coorg . . . . .	6 to 7'5	7'5 to 9	9 to 10	9 to 10	22'5 to 30	22'5 to 30
<b>Aden . . . . .</b>	...	...	10 to 15	10 to 15	30 to 37	30 to 37

J. A. ROBERTSON

Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta August 19, 1904

GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

SANITARY.  
PLAGUE.

Simla, the 18th August, 1904.

The following statement of plague seizures and deaths reported in India, during the week ending the 13th August 1904, is published for general information :

Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND AGED.	Northern.	Bombay City	B., B. & C. I. & C. I. P.	57	57
		Dholera Port			
		Ahmedabad City	B., B. & C. I.	1	2
		Gogha Port			
		Ahmedabad District	B., B. & C. I. & B. G. J. P.	123	88
		Broach Port			
		Broach District		17	0
		Panch Mahals District		8	7
		Kaira District		138	63
		Palanpur State		17	19
		Rewakantha State			
		Bulsar Port			
		Surat Town and Port		79	79
		Surat District		123	103
		Jhara Port			
		Bandra Port	B., B. & C. I.	7	4
		Utari			
		Vesava			
		Kelva			
		Trombay	G. I. P.		
		Tarapur	B., B. & C. I.		
		Manori			
		Mahim			
		Dharu			
		Bhiwandi	G. I. P.	12	10
		Agashi	B., B. & C. I.		
		Shirgaon			
		Bassein		1	1
		Kalyan	G. I. P.	4	3
		Thana		8	4
		Umbergaon Port	B., B. & C. I.		
		Kon			
		Thana District	G. I. P. & B., B. & C. I.	31	19
	Central.	Ahmednagar District	Dhond and Manmad (G. I. P.)	192	111
		Khandesh	B., B. & C. I. & G. I. P.	164	100
		Nasik	G. I. P. & N. G.	248	135
		Poona City	S. M. & G. I. P.	3	3
		Poona District	S. M. & G. I. P.	30	32
		Natara	S. M.	340	233
		Bholsapur District	G. I. P., S. M. & Bars	192	63

Presidency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague measures.	Plague deaths.
BOMBAY PRESIDENCY AND SIND.	Southern.	Alibag Port			
		Panvel "		6	
		Eskol "			
		Boha "			
		Revdaunda "			
		Kolaba District	G. I. P.	25	10
		Ratnagiri Port		3	2
		Visodrug "			
		Harnai "			
		Rajapur "			
		Yanguria "			
		Jaipur "			
		Dabhal "			
		Joigad "			
		Deogad "			
		Ratnagiri District			
		Belgaum "	S. M.	597	46
		Hubli Town		2	
		Dharwar District		384	300
		Karwar Port			
		Akola "			
		Kumta "			
		Savantvadi State			
		Bijapur District	S. M. & G. I. P.	607	285
		Kanara "		2	1
	Sind.	Karachi Town and Port ...	N. W.	2	2
		Karachi District			
		Hyderabad Town			
		Hyderabad District	J. B.		
		Thar and Parkar District	J. B.		
		Larkhaua "	N. W.		
		Sukkar District			
		Khairpur State			
		Alakot State		27	18
		Aundh State		35	3
		Tuna Port			
		Mandvi "			
		Mundra "			
		Jakau "			
		Cutch State			
		Cambay "	B., B. & C. I.		
		Savanur "			
		Bhor "			
		Porbandar Port	B. G. J. P.		
		Jamnagar Town and Port			
		Ilhavanagar Town and Port	B. G. J. P.		
	Political charges.	Mongrol Port			
		Jodia Port			
		Salaya "		2	2

Agency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SUBORDINATE DIVISIONS.	Political charges.	Jafrahad Port			
		Veraval "			
		Vavanina "			
		Kathiawar State	B., B. & C. I., Morvi & B. G. J. P.	596	300
		Kolhapur Town	S. M.	13	6
		Kolhapur and Southern Mahratta Country	S. M.	334	298
		Sachin State	B., B. & C. I.		
		Dharampur "			
		Srivardhan Port			
		Marud "		11	
		Basimandla "			
		Nandgaon "			
		Janjira "			
		Janjira State			
		Velan Port			
		Billimora "	B., B. & C. I.	16	10
		Kodinar "		13	9
		Baroda City	B., B. & C. I.	1	
		Baroda State		244	100
		Jath "			
		Bijapur State	S. M. & G. I. P.		
		Surat "	B., B. & C. I.	11	3
		Aden		1	
		TOTAL		4,879	3,387
		Salem Town	Madras		
		Salem District		(f) 61	(c) 34
		Bellary Cantonment	S. M.		
		Bellary Town			
		Bellary District	— & Madras	(f) 218	(c) 177
		Coimbatore Town	Madras		
		Coimbatore District	Madras, S. I. & Nilgiri	(e) 123	(e) 106
		Nilgiris "	Madras	(c) 42	(d) 16
		North Arcot "	S. I. & Madras	(a) 12	(a) 13
		South Arcot District			
		Cuddalore Port			
		Tinnevely District			
		Malabar "	Madras		
		Cuddapah "	S. I. & Madras	15	12
		Mangalore Port			
		Ermala "			
		South Canara District		14	6
		Madras City	Madras and S. I.		
		Chingleput District	S. I. & Madras		
		Godavari "	Madras		
		Tanjore "	S. I.		
		Anantapur "	Madras, S. I. & S. M.	42	44
		Madura "	S. I.		
		Kistna "			
		Cochin State			
		Kurupol District		2	(a) 3
		TOTAL		590	413

(a) One imported case.  
 (c) Four "  
 (d) Three "

(e) Seven imported cases  
 (f) Six "

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BENGAL.	Presidency	Calcutta	E. I., E. B. S. & B. N.	3	
		Nadia District	E. B. S. & B. C. & R. K.		
		24 Parganas District	E. B. S., B. C. & E. I.	1	
		Khulna	B. O.		
	Bardwan	Midnapore District	B. N. R.		
		Howrah Town	B. N. & H. A.		
		Howrah District	E. I., B. N. & H. A. & H. S.	1	
		Burdwan			
	Patna	Birbham			
		Champaran District	B. & N. W.		
		Chupra Town		197	
		Saran District			
		Gaya Town	E. I.	15	
		Gaya District		15	
		Muzaffarpur District	B. & N. W.		
		Muzaffarpur Town			
		Darbhanga District		3	
		Shahabad District	E. I.	27	
	Bhagalpur	Patna City		104	100
		Patna District		79	
		Monghyr Town		23	
		Monghyr District			
		Bhagalpur Town			
		Bhagalpur District	B. & N. W.		
	Chota Nagpur	Sonthal Parganas District			
		Palamau District			
		Hazaribagh District		7 (a)	
	Orissa	Cuttack District	B. N. R.		
				TOTAL	475
UNITED PROVINCES.	Allahabad	Allahabad City	E. I.	7	
		Allahabad District	B. & O. & R.	6	
		Cawnpore City	E. I., O. & R., B., B. & C. I., & G. I. P. (I. M. Sec.)	2	
		Cawnpore District			
		Fatehpur	E. I.	5	
		Banda District	G. I. P. (I. M. Sec.) & E. I. R.		
		Jhansi City			
		Jhansi District			
	Benares	Hamirpur			
		Jalain		4	
		Benares Cantonment	B. & N. W. & O. & R.		
		Benares City		4	
		Benares District	B. & N. W., O. & R. & E. I.	11	
		Balla	B. & N. W.	131	
		Jaunpur City	O. & R.		
		Jaunpur District	B. & N. W.	21	
		Ghasipur	E. I. & B. & N. W.	190	
		Mirzapur City	E. I.		
		Mirzapur District	B. & O. & R.	15	

(a) Including 4 seizures and 2 deaths of week ending 6th August 1904.

Agency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
UNITED PROVINCES.	Fyzabad	Bahraich District	B. & N. W.	0	0
		Gonda	"	0	0
		Partabgarh	O. & R.	0	0
		Sultanpur	"	0	0
		Ajodhia	"	0	0
		Fyzabad City	"	2	1
		Fyzabad District	"	0	0
		Bara Banki Town	B. & N. W.	0	0
	Gorakhpur	Bara Banki District	" & O. & R.	20	17
		Asamgarh City	B. & N. W. & O. & R.	0	0
		Asamgarh District	"	24	14
		Gorakhpur City	B. & N. W.	0	0
		Gorakhpur District	"	0	0
		Basiti District	"	0	0
	Meerut	Meerut City	N. W.	0	0
		Meerut Cantonment	"	0	0
		Meerut District	N. W., O. & R. & E. I.	0	0
		Muzaffarnagar City	N. W.	0	0
		Muzaffarnagar District	"	3 (a)	3 (a)
		Aligarh	E. I. & O. & R.	0	0
		Sahasranpur City	"	0	0
		Sahasranpur District	O. & R. & N. W.	4	4
		Hardwar Union	"	0	0
		Roorkee Town	"	0	0
	Lucknow	Bulandshahr District	E. I. & O. & R.	0	0
		Dehra Dun	B. & N. W. & O. & R.	0	0
		Unao District	O. & R. & B. & N. W.	7	7
		Lucknow City	" B. & N. W. & R. K.	6	6
		Lucknow District	"	3	3
		Hardoi	O. & R.	0	0
		Rao Bareilly	"	0	0
		Sitapur	R. K.	0	0
		Kheri	"	0	0
		Etawah City	E. I.	0	0
	Agra	Etawah District	"	1	1
		Fatehgarh	B. B. & C. I.	0	0
		Farrukhabad Town	"	0	0
		Farrukhabad District	"	23	10
		Mainpuri	E. I.	0	0
		Agra City	B. B. & C. I., G. I. P. & E. I.	0	0
		Agra District	"	0	0
		Etah	"	0	0
		Muttra	"	0	0
		Muttra City	"	0	0
	Bohlikhand	Bareilly City	R. & K. & O. & R.	0	0
		Bareilly District	"	0	0
		Shahjahanpur District	" & O. & R.	0	0
		Shahjahanpur City	"	0	0
		Budaun District	"	0	0
		Bijnor Town	"	0	0
	Kannan	Bijnor District	O. & R.	5	3
		Nauni Tal	O. & R.	0	0
		Garhwal District	"	0	0
TOTAL.				493	235

(a) Including 2 seizures and 3 deaths of week ending 6th August 1904.



Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Plague measures.	Plague cases.
PUNJAB.	Jullundur	Ludhiana District	N. W.					
		Jullundur					2	
		Hoshiarpur District						
		Ferozepur	N. W.					
		Kangra						
	Lahore	Amritsar City	N. W.					
		Amritsar District						
		Gurdaspur					9	
		Lahore					2	
		Lahore Municipality						
		Gujranwala District						
		Sialkot					4	
		Montgomery						
	Rawalpindi	Rawalpindi District	N. W.					
		Gujrat						
		Shahpur					2	
		Jhelum						
	Multan	Jhang						
		Multan						
		Mianwali						
	Delhi	Gurgaon	B. B. & C. I.					
		Delhi	E. I. O. & R., B. B. & C. I., & N. W.					
		Hissar	B. B. & C. I. & N. W.					
		Karnal	E. I.				3	
		Simla	S. K.					
		Amballa	N. W. & E. I.				10	
		Bohawal	N. W.					
		Patiala City	Rajpura-Bhatinda (N. W. Ry.)					
		Patiala State	N. W., E. I., B. B. & C. I. & J. B.				27	
Total							52	
CENTRAL PROVINCES (including Berar).	Norbudda	Burhanpur Town						
		Nimar District	G. I. P. & B., B. & C. I.				11	
		Hoshangabad Town						
		Hoshangabad District					(a) 25	
		Narsingpur Town						
		Narsingpur District						
		Ohhindwara	B. N.				2	
		Khandwa Town	B. B. & C. I. & G. I. P.					
Batal District								

(a) One imported case.

Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Central Provinces (including Berar).	Nagpur City	B. N. & G. I. P.	...	...
	Nagpur District	"	23	9
	Wardha Town	G. I. P.	...	...
	Wardha District	"	...	...
	Chanda "	"	...	...
	Bhandara Town	B. N.	...	...
	Bhandara District	"	...	...
	Balaghat "	"	...	...
	Balaghat Town ...	E. I. & G. I. P.	...	...
	Jubbulpore Town	"	...	...
	Jubbulpore District	E. I. & G. I. P.	8	4
	Damoh Town	G. I. P. (I. M. Sec.)	...	...
	Damoh District	" ( " )	...	...
	Saugor Cantonment	" ( " )	...	...
	Saugor Town	" ( " )	...	...
	Saugor District	" ( " )	4	1
	Seoni District ...	B. N.	...	...
	Mandla " ...	"	...	...
	Bilaspur Town	"	...	...
	Bilaspur District	"	...	...
	Raipur "	"	...	...
	Sambalpur "	"	...	...
	Akola District	G. I. P.	13	12
	Buldana "	"	...	...
	Wan "	"	...	...
	Basim "	"	10	6
	Amraoti "	G. I. P.	...	...
	Ellichpur "	"	10	9
	Yectmal "	"	...	...
	TOTAL		100	88
Mysore State	Bangalore City	S. M. & Madras	4	3
	Bangalore Civil and Military Station	"	30	24
	Bangalore District	"	168	127
	Mysore City ...	"	17	13
	Mysore District	" & Madras	191	144
	Kolar "	Madras and S. M.	87	67
	Kolar Gold Fields	"	19	14
	Tumkur District	S. M.	25	17
	Shimoga "	"	203	163
	Chitaldrug "	"	152	89
	Kadur "	"	150	121
	Hassan "	"	33	23
	TOTAL		1,075	814
	TOTAL		6	3
	TOTAL		6	3

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	P. d.
HYDERABAD STATE.		Amragsabad District	N. G. S.	50	
		Bir		19	
		Hyderabad	N. G. S.		
		Indur			
		Umanabad	G. I. P. & Barri	(a) 44	(a)
		Lingragur	S. M.	78	
		Parbhani	N. G. S.	8	
		Raichur	G. I. P. & Madras	6	
		Gulbarga	G. I. P. & N. G. S.	90	
		Nander	N. G. S.		
		TOTAL		385	
		Indore City	B., B. & C. I.	(b) 14	(b)
		Indore State		31	
		Ujjain City			
		Gwalior			
		Gwalior State	B., B. & C. I., G. I. P.		
		Dhar	G. I. P. (L. M. Sec.) & Gwalior		
		Pathari State	G. I. P. (L. M. Sec.)		
		Bhopal City			
		Bhopal State	G. I. P.		
		Mhow Cantonment	B., B. & C. I. (Rajputana-Melwa)		
		Nimach			
		Indore Residency		10	
CENTRAL INDIA.		Rutlam City	B., B. & C. I.		
		Rutlam State		(b) 13	(b)
		Dewas Town			
		Dewas State	G. I. P.	10	
		Narsingarh State			
		Guaranteed Holdings (Malwa Agency)			
		Tonk State (portion in Central India)	G. I. P.	42	
		Behore		(b) 21	(b)
		Bailana	B., B. & C. I.	21	
		Piploda District			
		Bagli State			
		Jhabua	B., B. & C. I.		
		Jaora			
		Jaora Town			
		Agar Military Station			
		Maunpur			
		Sitaman State			
		Rajgarh			
		Kurwai			
		TOTAL		141	
RAJPUTANA		Ajmer		(c) 1	
		Abu Road			
		Mewar State	B., B. & C. I.	(b) 21	(b)
		Paritagarh State		39	
		Chitor (Udaipur State)			
		Tonk State			
		Marwar	J. B.		
		Jaipur			

(a) Figures for the period from 2nd to 8th August 1904.  
 (b) Figures for week ending 6th August 1904.  
 (c) Imported.

Agency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.				Traversed by what railways.				Plague seizures.	Plague deaths.	
MUTAWA		Kinbengarkh Town	...	...	...	C. I.	...	...	...	...	...	...
		Bikanir State	...	...	...	J. B.	...	...	...	...	...	...
		Jhallawar "	...	...	...	}	...	...	...	...	...	...
		Kotah State	...	...	...		...	...	...	...	...	...
		Sirohi "	...	...	...		B. B. & C. I.	...	...	...	...	...
		Shahpura State	...	...	...	...	...	...	...	...	...	...
		Alwar "	...	...	...	B. B. & C. I.	...	...	...	...	...	...
		Ranswara Town	...	...	...	...	...	...	...	...	...	...
		Bharatpur State	...	...	...	...	...	...	...	...	...	...
		TOTAL							...	71	65	
JAMMU		Hamirpur-Sidhan (Akhaur Tahsil) ...	...	...	...	...	...	...	...	...	...	
		Jammu City ...	...	...	...	...	...	...	...	...	...	
		Jammu Province	...	...	...	N. W.	...	...	...	...	...	...
		TOTAL							...	...	...	
W. P. PROVINCE		Abbottabad Town	...	...	...	...	...	...	...	...	...	
		Hazara District	...	...	...	...	...	...	...	...	...	...
		Peshawar Town	...	...	...	...	...	...	...	...	...	...
		Peshawar District	...	...	...	...	...	...	...	...	...	...
TOTAL							...	...	...			
SINDH		Sonmiani	...	...	...	...	...	...	...	...	...	...
		Hirok	...	...	...	N. W.	...	...	...	...	...	...
		Sibi	...	...	...	...	...	...	...	...	...	...
		TOTAL							...	...	...	
GRAND TOTAL							...	8,119	5,849			

H. H. RISLEY,  
Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Rainfall summary for the seven days ending at 8 a.m. on Thursday, the 18th August 1904, based on the India Daily Weather Reports of the period.**

Over northern India during the week under review the weather has been more disturbed than it has been during the past two weeks. A slight storm appeared at the head of the Bay, on Friday the 12th, when light to moderate rain was reported over Bengal and light to heavy rain over the United Provinces and the Northern districts of the Punjab and of the North-West Frontier Province. The depression intensified during the 12th and on the morning of the 13th had developed into a moderate cyclonic storm, but the rainfall had not altered, general light to moderate rain falling over Bengal and light to heavy rain over parts of Upper India. On the 14th the storm was moving north-westward through Chota Nagpur, but rain had decreased over Upper India, though showers had commenced over eastern Rajputana. By the 15th the storm had reached the neighbourhood of Allahabad and heavyish rain was reported from some central stations, though the fall had practically ceased over north-west India. On the morning of the 16th the storm was near Cawnpore and moderately heavy rain continued to fall in its immediate neighbourhood, though very little was reported from other parts of northern India. The storm filled up during the day, but rain continued over the west of the United Provinces.

The Bay monsoon has blown steadily into Burma during the week and the rainfall in the coast districts and in Lower Burma has been heavier than usual. On the other hand the Arabian Sea monsoon current has given very little rain. Only light scattered showers have been received over the Peninsula—even along the west coast—from this source, while the north Konkan, Gujarat and the North-west dry area have been practically rainless.

The above summary shows that, with the exception of Burma, nearly the whole of the rain, received during the week under review, fell in connexion with the storm of the 12th to the 16th and the rainfall table shows that the only divisions where the week's rainfall was more than the normal are the Burma coast and Burma, wet divisions; and the Cawnpore, Jhansi and Jaipur subdivisions. In all other parts of the country the rainfall has been below the average. In Baluchistan no rain whatever fell; in Gujarat and the west Satpuras divisions and in the Bellary and Madura subdivisions less than 0.10"; and in the North-west dry and East coast (south) divisions, and the Waltair, Indore, Bijapur and Mysore subdivisions less than 0.50".

The seasonal deficiency amounts to over—30% in the Lahore subdivision (—36); the North-west dry division (—64); the Jubbulpore subdivision (—32); the Indore subdivision (—49); the Ahmedabad subdivision (—73); the Rajkot subdivision (—61); and the west Satpuras division (—35).

RAINFALL DIVISION WITH REPRESENTATIVE STATION.	Rainfall subdivision named after representative station.	RAINFALL DATA FOR WEEK ENDING ON 18TH AUGUST 1904.			RAINFALL DATA FROM 18TH APRIL 1904 TO 18TH AUGUST 1904.			SEASONAL PERCENTAGE DEPARTURE FROM NORMAL.	
		Average actual rainfall.	Average normal rainfall.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect in inches.	This week.	Last week.
		Inches.	Inches.	Inches.	Inches.	Inches.			
1. Burma Coast (Rangoon) . . .	...	8'69	7'55	+0'54	117'85	102'94	+14'91	+14	+15
2. Burma Wet (Bhamo) . . .	...	4'20	3'49	+0'71	44'74	40'25	+4'49	+11	+10
3. Burma Dry (Mandalay) . . .	...	0'71	1'13	-0'42	15'58	16'59	-1'01	-6	-4
4. Delta of Bengal . . .	{ Narayanganj	3'12	3'51	-0'42	56'95	55'33	+1'62	+3	+4
5. Brahmaputra Valley (Sibsagar) . . .	{ Calcutta	1'59	2'80	-1'21	45'03	37'69	+7'34	+19	+25
	...	4'87	5'63	-0'76	75'10	87'02	-11'92	-14	-14
6. Himalayas and Sub-Himalaya, East.	{ Dinajpur . . .	2'22	4'37	-2'15	57'33	62'26	-4'93	-8	-3
	{ Darbhanga . . .	1'78	3'22	-1'44	35'92	31'53	+4'39	+14	+21
	{ Bahraich . . .	2'29	3'16	-0'87	26'37	29'70	-3'33	-11	-9
7. Indo-Gangetic Plain, East . . .	{ Burdwan . . .	1'04	2'63	-1'59	34'11	35'00	-1'49	-4	0
	{ Patna . . .	2'55	2'91	-0'36	40'69	28'17	+12'52	+44	+51
8. Himalayas and Sub-Himalaya, West.	{ Simla . . .	2'17	3'12	-0'95	32'54	30'35	+2'19	+7	+12
	{ Ludhiana . . .	1'60	3'02	-1'42	20'93	26'81	-5'88	-22	-19
9. Indo-Gangetic Plain, West . . .	{ Cawnpore . . .	4'43	2'10	+2'33	26'97	21'76	+5'21	+24	+15
10. N.-W. Dry Area (Bikaner) . . .	{ Lahore . . .	1'34	1'50	-0'16	9'74	15'15	-5'41	-36	-38
11. Baluchistan (Quetta) . . .	...	0'28	0'61	-0'33	2'28	6'39	-4'11	-64	-65
	...	0	0'08	-0'08	0'24	1'29	-1'05	-81	-80
12. East Coast, North . . .	{ Waltair . . .	0'45	1'53	-1'08	16'35	16'17	+0'18	+1	+9
	{ Cuttack . . .	2'62	2'73	-0'11	30'06	34'75	-4'69	-13	-14
	{ Ranchi . . .	2'48	3'32	-0'84	45'67	37'60	+8'07	+21	+26
13. East Satpuras . . .	{ Raipur . . .	1'54	2'75	-1'21	25'25	34'22	-8'97	-26	-25
	{ Jabulpore . . .	1'90	3'45	-1'55	27'39	40'03	-12'64	-32	-30
14. Central India Plateau . . .	{ Jhansi . . .	5'14	3'02	+2'12	39'44	30'13	+9'31	+31	+27
	{ Jaipur . . .	2'76	1'45	+1'31	14'22	14'85	-0'63	-4	-14
	{ Indore . . .	0'38	2'27	-1'89	14'10	27'66	-13'56	-49	-46
15. West Coast . . .	{ Calicut . . .	1'30	3'05	-1'75	75'86	66'10	+9'76	+15	+18
	{ Bombay . . .	0'58	4'51	-3'93	78'00	75'54	+2'46	+3	+9
16. Gujrat . . .	{ Ahmedabad . . .	0'07	2'05	-1'98	7'68	28'64	-20'96	-73	-71
	{ Rajkot . . .	0'01	0'88	-0'87	6'17	15'91	-9'74	-61	-59
17. West Satpuras (Akola) . . .	...	0'09	1'36	-1'27	13'19	20'41	-7'22	-35	-31
18. Deccan . . .	{ Bellary . . .	0'08	1'24	-1'16	8'44	10'81	-2'37	-22	-13
	{ Bijapur . . .	0'13	1'04	-0'91	12'35	16'08	-3'73	-23	-19
	{ Hyderabad . . .	0'72	1'70	-0'98	12'79	14'91	-2'12	-14	-9
19. South India . . .	{ Mysore . . .	0'21	0'77	-0'56	16'62	12'40	+4'22	+14	+41
	{ Madura . . .	0'06	0'77	-0'71	9'99	8'85	+1'14	+13	+23
20. East Coast South (Madras) . . .	...	0'22	0'86	-0'64	7'70	6'98	+0'72	+10	+22

W. L. DALLAS,

for Meteorological Reporter to the Government of India  
and Director General of Indian Observatories.

J. WILSON,

Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,  
13th August 1904.

**Madras.**—There was no rain during the week in Coimbatore and Tinnevely; the fall was good in the Circars, the West Coast districts and on the hills, and light to fair elsewhere. Irrigation supplies are sufficient except in parts of the Circars, the Deccan, Salem, Madura and Tinnevely. Ploughing, sowing and transplanting continue generally. The standing crops are generally good, but some require rain in parts of Kistna, Kurnool and Bellary. Harvests continue in parts with fair to normal outturn. Pasture is scanty in parts of the Deccan, Nellore, and the Southern districts. The condition of cattle is good. Prices are almost stationary.

**Bombay.**—There was heavy rain during the week in parts of Belgaum, Ratnagiri and Kanara; moderate in parts of the Panch Mahals, Surat, Nasik, Thana, Colaba, Satara and Dharwar; slight in parts of Ahmedabad, Kaira, Broach, Ahmednagar and Poona; and very slight in parts of Thar and Parkar, Sholapur and Bijapur. More rain is urgently needed in several districts. Inundation is satisfactory in Sindh. Sowing of autumn crops continues in parts of Sindh, Surat, Nasik and the Carnatic, but is retarded in parts of Broach, Nasik, Poona, Satara, the Carnatic and Baroda. Transplantation is completed in Colaba and continues in parts of Sindh, the Panch Mahals, Thana, Nasik, Poona, Satara, Belgaum and Baroda; but is retarded in parts of Kaira and Broach. Autumn seedlings have been damaged by locusts in parts of Colaba; by rats in parts of Karachi, Hyderabad and Bijapur; by insects in parts of Karachi; and are suffering from want of rain in parts of Thar and Parkar, Ahmedabad, Broach, Surat, the Deccan and the Carnatic. The fodder-supply is sufficient except in parts of Karachi, Larkana, Broach, Nasik, Ahmednagar, Sholapur and Bijapur. Agricultural stock is adequate. The water-supply is sufficient except in parts of Nasik and Bijapur. Prices have risen in two districts, and are stationary elsewhere.

**Bengal.**—The rainfall during the week was general throughout the Province. Over 12 inches were recorded in Muzaffarpur and excessive rain is reported to have caused injury to the crops in that district and in Bankura, Hooghly, Howrah, the 24-Parganas, Murshidabad, Patna, Gaya, Saran, Monghyr and Palamau. Insects have also caused some damage to the jute crop in Nadia and Rajshahi, and to the early rice crops in Cuttack. In Patna, the Sonthal Parganas and Malda the crops have suffered slightly from floods. Rain is needed for winter rice in Darbhanga, Purnea, Cuttack, Angul and Puri. Prospects are on the whole fair. Fodder is dear at Birbhum, Bankura and Malda. There is no want of water. The price of common rice has risen in eight districts; has fallen in ten and is stationary in the remainder.

**United Provinces.**—Heavy rain fell throughout the Provinces during the week, retarding agricultural operations in places. Slight injury to crops in low lying lands is reported in places and clear weather is now required. Preparation of fields for spring crops is in progress. Supplies and fodder are sufficient and prices are stationary.

**Punjab.**—Good rain has fallen during the week in Hissar, Delhi, Umballa, Jullundur, Sialkot, Rawalpindi and in parts of Ferozepore, Shahpur and Mianwali districts. Some rain has also been reported from other districts. It has been insufficient in Ferozepore, Lahore, Amritsar, the Khushab tahsil of the Shahpur district, Mianwali and in the Sirsa tahsil of the Hissar district where more is wanted. The price of wheat is falling in Hissar, Delhi and Ferozepore, and rising in Jullundur, Amritsar, Rawalpindi and Mianwali, but is unchanged elsewhere. The prices of all other food-grains are fluctuating. Sowings of autumn crops are in progress in Hissar, Ferozepore, Lahore, Shahpur and Mooltan; are finished in Jullundur; but are retarded in Amritsar and are insufficient in Mianwali for want of rain. Ploughings for spring crops have commenced in Jullundur. The condition of the standing crops is now reported good in Delhi, Umballa, Ferozepore, Sialkot, and on irrigated land in Hissar; fair in Rawalpindi; average in Jullundur and Amritsar; below average in Lahore and Shahpur; and unsatisfactory in Mianwali. The recent rain has done much good to the standing crops. Cattle are generally in good condition. Fodder is said to be sufficient in all districts, except in the Sharakpur tahsil of the Lahore district.

**North-West Frontier Province.**—Good rain has fallen all over the Province and a break has now set in. Autumn sowings are practically complete. They have been later than usual, but the standing crops are in good condition. Canal irrigation continues satisfactory. Stocks of fodder and food-grains are abundant. Prices are slightly higher in Peshawar, but stationary in Dera Ismail Khan.

**Burma.**—The rainfall of the week was very heavy in Thaton and Amherst; slight in Minbu, Magwe, Shwebo, Meiktila and Yamethin; and moderate to good elsewhere.

Enclosure to P. W. D. letter No. 255 R. Stat. of 1904.

Progress in the introduction of, and results of working, the automatic vacuum brake on railways in India, during the six months ended the 31st December 1903, tables Nos. I and II.



TABLE No. I.

Statement showing, for the six months ended the 31st December 1903, the railways on which the automatic vacuum brake was in use, the mileage run by trains fitted with the brake, the number and proportion of rolling-stock fitted, and the progress made in fitting stock since the previous half-year.

Railway (including lines worked).	Period.	LOCOMOTIVES.			COACHING VEHICLES (including all brake-vans).				GOODS VEHICLES (excluding brake-vans and cranes).				Percentage of mileage run by trains fitted on total mileage.	Total number of instances in which the brake failed to act or caused delay in the working of trains.	Number of miles run by trains fitted to each case of failure.	
		Fitted.	Not fitted.	Percentage of fitted on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.	Braked.	Piped.	Not fitted.	Percentage of braked and piped on total.				Number of miles run by trains fitted.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)
5' 6" GAUGE.																
Bengal Central	First-half, 1903	5	22	18.51	...	3	116	2.52	...	...	484	...	...	...	...	...
	Second-half, 1903	5	22	18.51	...	3	116	2.52	...	...	495	...	...	...	...	...
Pangal-Nagpur	First-half, 1903	87	116	42.56	561	10	900	67.07	2	10	6,132	0.20	685,375	30.27	14	49,027
	Second-half, 1903	97	116	45.51	606	39	266	70.80	380	10	6,132	4.65	684,241	29.96	13	52,834
Bombay, Baroda and Central India	First-half, 1903	134	51	71.97	480	4	122	80.00	1	55	4,793	1.15	730,844	57.96	14	52,203
	Second-half, 1903	161	...	76.39	491	8	131	78.80	1	45	4,968	0.92	780,903	57.56	10	78,001
Eastern Bengal State	First-half, 1903	91	35	72.57	443	47	69	87.50	...	15	2,574	0.56	422,834	45.98	9	47,759
	Second-half, 1903	114	35	74.52	454	47	70	87.74	...	15	2,028	0.40	423,043	35.11	5	84,751
East Indian (b)	First-half, 1903	388	512	41.15	1,431	95	780	65.89	15	103	10,276	0.75	2,562,261	30.36	20	122,017
	Second-half, 1903	397	501	44.06	1,441	95	757	66.12	5	105	16,821	0.68	2,511,572	32.25	21	119,746
Great Indian Peninsula	First-half, 1903	396	336	50.61	1,416	45	765	65.63	...	118	10,516	1.11	2,754,875	32.97	11	210,443
	Second-half, 1903	421	372	52.80	1,431	40	744	62.54	...	134	10,807	1.23	2,701,245	41.95	18	155,049
Madras	First-half, 1903	114	135	45.75	763	44	377	67.68	...	7	4,477	0.13	644,944	27.73	4	161,238
	Second-half, 1903	121	138	46.59	709	43	340	71.24	...	11	4,315	0.23	697,039	30.11	6	115,173
The Nizam's Guaranteed	First-half, 1903	...	59	...	55	5	122	31.75	...	...	1,006	...	...	...	...	...
	Second-half, 1903	...	61	...	56	4	129	31.75	...	...	973	...	...	...	...	...
North Western State	First-half, 1903	579	121	82.71	1,851	101	412	82.02	491	104	10,867	5.19	1,338,845	21.51	8	193,356
	Second-half, 1903	585	115	83.57	1,945	85	332	85.08	798	105	10,575	7.77	1,872,365	24.10	17	110,139
Orissa and Bokitkhond State	First-half, 1903	92	105	43.55	617	56	145	82.89	25	10	5,077	0.68	896,153	25.50	12	67,179
	Second-half, 1903	90	106	40.03	611	51	148	82.50	121	10	5,444	0.62	1,051,014	27.81	15	70,064

TOTAL OF ALL RAILWAYS (5' 6" GAUGE)		First-half, 1903		Second-half, 1903		1903		1904		1905		1906	

TABLE No. II.

Statement showing, for the six months ended the 31st December 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 2.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" GAUGE. Bengal-Nagpur ...	Vacuum, automatic	...	(i) and (ii)—Nil.	
		3rd July 1903 ...	(iii) Failure of machinery.—No. 15 down passenger train detained 15 minutes at Sini station, due to a leak in the hose pipe of a gas holder.	
		11th July 1903 ...	(iii) Failure of machinery.—No. 4 up mail train worked non-vacuum from Howrah to Khargpur, due to a defect in the train pipe.	
		17th July 1903 ...	(iii) Failure of machinery.—No. 1 down mail train detained 15 minutes at Raipur station, due to a leak in the pipe of the front brake-van.	
		23rd September 1903	(iii) Neglect of servants.—No. 12 up passenger train lost 28 minutes at Kalinadi station and worked non-vacuum to Sini station, due to improper working of the brake owing to a defect in a carriage and also to the brakes of a few vehicles not releasing, the shafts of the pistons being fast for want of lubrication.	
		26th September 1903	(iii) Failure of machinery.—No. 15 down passenger train detained 20 minutes at Sini station, due to a leak in the vacuum pipe.	
		28th September 1903	(iii) Failure of machinery.—No. 5 down Puri passenger train detained 20 minutes at Khurda Road station, to replace a damaged washer of a carriage pipe.	
		30th September 1903	(ii) Failure of machinery.—No. 2 up Bombay mail train detained 10 minutes at Khargpur station, due to a defect in the vacuum pipe of the front brake-van.	634,241.
		4th October 1903	(iii) Failure of machinery.—No. 1 down Bombay mail train detained 5 minutes at Khargpur station and worked non-vacuum to Howrah station, due to a defect in the train pipe.	
		27th October 1903	(iii) Failure of machinery.—No. 15 down passenger train detained 7 minutes at Sini station, due to the hose pipe of the rear brake-van drawing air.	
		3rd November 1903	(ii) Failure of machinery.—An up Puri special train lost 20 minutes at Andul station and worked non-vacuum to Khargpur station, due to a leak in the rubber of the train hose pipe.	
		6th November 1903	(iii) Failure of machinery.—No. 5 down Puri passenger train detained 10 minutes at Khurda Road station, due to a leak in the vacuum pipe.	
		19th November 1903	(iii) Failure of machinery.—No. 3 down mail train detained 8 minutes at Duai station, due to the uncoupling of the vacuum pipe between 2 Madras railway horse-boxes.	
		9th December 1903	(iii) Failure of machinery.—No. 1 down mail train detained 10 minutes at Nagpur station, due to a defect in the vacuum pipe of a 2nd class carriage.	

TABLE No. II—*contd.*

statement showing, for the six months ended the 31st December 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
G. GAUGE— <i>contd.</i> Bombay, Baroda and Central India	Vacuum, automatic	...	(i) and (ii)—Nil.	780,908.
		6th July 1903	(iii) Failure of material.—No. 3 down ordinary train detained 12 minutes at Landra station, due to the brake blocks binding on the wheels of a vehicle.	
		18th August 1903	(iii) Failure of material.—No. 3 down ordinary train detained 13 minutes at Kim station, due to the brake blocks binding on the wheels of a vehicle.	
		24th September 1903	(ii) Failure of material.—No. 3 down ordinary train detained 10 minutes at Daman Road station, due to adhesion of the piston of a carriage.	
		9th November 1903	(iii) Neglect of servants.—No. 10 up ordinary train detained 11 minutes at Udvada station, and worked non-vacuum to Colaba station, due to a washer being deficient in the continuous pipe.	
		9th November 1903	(iii) Neglect of servants.—On creating vacuum, after attaching a carriage truck to No. 4 up ordinary train at Bulsar station, a leak was observed in the train pipe due to a washer being deficient in the carriage truck. No detention reported.	
		13th November 1903	(iii) Neglect of servants.—No. 14 up passenger train detained 7 minutes at Mehmabad station, due to the coupling joints between two carriages drawing air owing to the couplings not being properly tightened.	
		14th November 1903	(iii) Neglect of servants.—No. 3 down ordinary train started 12 minutes late from Ahmedabad station, due to a defect in the train pipe.	
		5th December 1903	(iii) Neglect of servants.—No. 14 up passenger train lost 14 minutes between Ahmedabad and Nadiad stations, due to the cast iron joint of the hose pipes between two carriages breaking owing to the coupling pipe having been allowed to hang down.	
		10th December 1903	(iii) Failure of material.—No. 4 up ordinary train detained 30 minutes at mile 168 and 8 minutes at Bulsar station, due to the brakes of three third class carriages binding on the wheels, owing to adhesion of some of the pistons.	
Eastern Bengal State	Ditto	...	(i) and (ii)—Nil.	See page 1448.
		12th August 1903	(iii) Failure of material.—No. 8 down mail train detained 18 minutes at mile 1/1, due to a leak in the top nut of the communication pipe of a 3rd class carriage.	

TABLE No. II—*contd.*

Statement showing, for the six months ended the 31st December 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of trains run by trains fitted with the automatic vacuum brake.
5' 6" Gauge— <i>contd.</i>				
Eastern Bengal State— <i>contd.</i>	Vacuum, automatic	18th August 1903	(iii) Failure of material.—No. 36 down mail train detained 25 minutes at Khardaha station, due to some grit or dirt getting on to the large ejector face.	423,903
		26th August 1903	(iii) Failure of material.—No. 176 down passenger train lost 8 minutes between Bolinghata and Ballygunge stations, due to some defect in the train pipe.	
		20th November 1903	(iii) Failure of material.—No. 16 down passenger train worked non-vacuum from Choudanga to Calcutta, due to a leak in the hose pipe of a 3rd class carriage.	
		26th December 1903	(ii) Neglect of servants.—No. 34 down passenger train detained 7 minutes at Poradaha Junction station, due to the universal hose coupling of a luggage van having perished.	
East Indian	Ditto	.....	(i) and (ii)—Nil.	See page 1450.
		7th July 1903	(iii) Failure of material.—No. 6 down passenger train lost 1 hour and 24 minutes between Buxar and Mokameh stations, due to the train pipe on the engine breaking below the combination ejector.	
		12th July 1903	(iii) Failure of material.—No. 8 down passenger train detained 17 minutes at Buxar station and worked non-vacuum to Mokameh, due to some defect in the brake apparatus.	
		17th July 1903	(iii) Failure of material.—No. 37 up local passenger train detained 13 minutes at Sonmughli station and worked non-vacuum to Hooghly, due to some defect in the brake apparatus.	
		27th July 1903	(iii) Failure of machinery.—No. 5 up passenger train lost 16 minutes between Howrah and Burdwan stations, due to the brake blocks of 5 carriages and a brake-van binding on the wheels. The train worked non vacuum from Hooghly to Asansol.	
		1st August 1903	(iii) Failure of material.—No. 6 down passenger train detained 24 minutes at Behra station and worked non-vacuum to Mokameh, due to some defect in the brake apparatus.	
		5th August 1903	(iii) Failure of material.—No. 20 down passenger train detained 11 minutes at Tinpahar station and worked non-vacuum to Rampore Haat, due to some defect in the brake apparatus.	
		16th August 1903	(iii) Failure of material.—No. 7 up passenger train lost 37 minutes between Asansol and Mokameh stations, 6 minutes at the latter station and 15 minutes at Karimath station, due to some defect in the brake apparatus.	

TABLE No. II—contd.

Statement showing, for the six months ended the 31st December 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 2.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" Gauge—contd.				
East Indian—contd.	Vacuum, automatic	25th August 1903	(iii) Failure of material.—No. 5 up passenger train detained 10 minutes at Talaudon station and worked non-vacuum to Asansol station, due to some defect in the brake apparatus.	
		17th September 1903	(iii) Failure of machinery.—No. 11 up passenger train lost 2 minutes between Moghal Sarai and Jeonathpur stations and 5 minutes at Jeonathpur station, due to the train pipe on an officer's carriage drawing air. The train worked non-vacuum from Moghal Sarai to Ahraura Road.	
		8th October 1903 ...	(iii) Neglect of servants.—No. 11 down passenger train detained 14 minutes at Buxar station, due to improper coupling of the vacuum hose pipes.	
		8th October 1903 ...	(iii) Failure of material.—No. 5 up passenger train detained 15 minutes at Mauauri station, due to the engine release valve spring breaking.	
		25th October 1903	(iii) Failure of machinery.—No. 7 up passenger train detained 14 minutes at Pori station and worked non-vacuum to Ghaziabad station, due to a leak in the train pipe.	
		28th October 1903 ...	(iii) Failure of machinery.—No. 16 down passenger train detained 5 minutes at Kharia station and 5 minutes at Hathras station, due to the internal exhaust-pipe on the engine leaking. The train worked non-vacuum from Hathras to Tundla.	See page 1450.
		10th November 1903	(iii) Failure of machinery.—No. 11 up passenger train lost 13 minutes between Buxar and Gahmar stations, due to a leak in the train pipe of a luggage-van.	
		13th November 1903	(iii) Failure of material.—No. 16 down local passenger train detained 37 minutes at Ondal station, due to the brake blocks of two carriages binding on the wheels.	
		14th November 1903	(iii) Failure of material.—No. 12 down passenger train detained 25 minutes at Dumraon station and worked non-vacuum to Buxar station, due to a defect in the engine ejector.	
		15th November 1903	(iii) Failure of machinery.—No. 4 down Bombay mail train detained 2 minutes at Naini station, 5 minutes between Mirzapur and Moghal Sarai and 13 minutes at Moghal Sarai station, due to a defect in the hose pipe of a third class carriage and a leak in the piston gland of a 1st class carriage belonging to the Oudh and Rohilkhand railway. The train worked non-vacuum from Moghal Sarai to Buxar.	

TABLE No. II.—*contd.*

Statement showing, for the six months ended the 31st December 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of :— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains to consequences of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" Gauge— <i>contd.</i> East Indian— <i>contd.</i>	Vacuum, automatic	16th November 1903	(iii) Failure of material.—No. 12 down passenger train detained 15 minutes at Taraori station, due to adhesion of the piston of a carriage.	2,514,672.
		7th December 1903	(iii) Failure of machinery.—No. 7 up passenger train lost 12 minutes and worked non-vacuum between Asansol and Madhupur stations, due to the engine apparatus being out of order.	
		12th December 1903	(iii) Failure of material.—No. 12 down passenger train detained 19 minutes at Delhi station, and worked non-vacuum to Ghaziabad, due to defective vehicles being attached at Delhi.	
		28th December 1903	(iii) Failure of material.—No. 11 up passenger train detained 11 minutes at Barh station and 16 minutes between Kulharia and Arrah stations, due to the brake blocks of two 3rd class carriages and a brake-van binding on the wheels. The train worked non-vacuum from Arrah to Buxar.	
Great Indian Peninsula.	Vacuum, automatic	...	(i) and (ii)—Nil.	See page 1452.
		2nd July 1903	(iii) Neglect of servants.—No. 6 up mail train detained 5 minutes at Bhandup station and 5 minutes between Kalyan and Bycolla stations, due to jamming of the steam valve spindle.	
		5th July 1903	(iii) Neglect of servants.—No. 16 up passenger train detained 10 minutes at Thal Ghat Reversing station, due to the guard's valve in an East Indian railway brake-van not being properly adjusted.	
		22nd July 1903	(iii) Failure of material.—No. 16 up passenger train worked from Bina to Bhopal station with a North Western railway horse-box disconnected, due to a leak in the piston.	
		23rd July 1903	(iii) Neglect of servants.—No. 14 up passenger train lost 17 minutes between Dewanganj and Sukhi Siwanis stations, due to the driver not being able to keep sufficient steam to maintain proper vacuum.	
		24th July 1903	(iii) Neglect of servants.—No. 30 up passenger train detained 2 minutes at Martur station, due to the flexible coupling of a 2nd class carriage being deficient of a rubber washer.	
		26th July 1903	(iii) Failure of material.—No. 15 down passenger train worked non-vacuum from Bhopal to Bina station, due to a puncture in the hose pipe of a North Western railway horse-box.	

TABLE No. II—contd.

Statement showing, for the six months ended the 31st December 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—  
contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects so, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5'6" Gauge—contd. Great Indian Peninsula—contd.	Vacuum automatic	26th July 1903	(iii) Neglect of servants.—No. 16 up passenger train detained 15 minutes at Tundla station and worked non-vacuum to Agra Fort station, due to the dirty condition of the ejector cones of the engine.	
		27th August 1903	(iii) Failure of material.—No. 13 down passenger train started 15 minutes late from Victoria Terminus station, due to the driver being unable to create a vacuum owing to two hose pipes of a horse-box having been punctured and to the improper adjustment of the van valve of the brake-van.	
		16th September 1903	(iii) Failure of material.—No. 15 down passenger train worked non-vacuum between Morar Road and Bamnor stations, due to the Clayton coupling washer on the engine train pipe having perished.	
		17th September 1903	(iii) Failure of material.—No. 15 down passenger train started 20 minutes late from Victoria Terminus station, due to the driver being unable to create a vacuum owing to the flexible hose pipe of a road-van drawing air badly.	
		26th September 1903	(iii) Failure of machinery.—No. 6 up mail train worked non-vacuum from Dilwara to Bina station, due to the engine vacuum steam pipe joint blowing out at the bottom flange.	
		5th October 1903	(iii) Failure of machinery.—No. 23 down passenger train detained 15 minutes at mile 428½ and worked non-vacuum to Nagpur, due to the branch pipe connecting the train pipe with the engine vacuum cylinders breaking.	See page 1452
		6th October 1903	(iii) Neglect of servants.—No. 13 down passenger train started 1 hour late from Victoria Terminus station, due to the driver being unable to create a vacuum owing to a match stick and a piece of waste having been found inserted in the valve of the guard's brake-van.	
		9th October 1903	(iii) Failure of material.—No. 15 down passenger train started 15 minutes late from Haridra station and worked non-vacuum to Bina station, due to the driver being unable to create a vacuum owing to the brake neck rings of a road-van and an East Indian railway brake-van leaking badly.	
		15th October 1903	(iii) Failure of material.—No. 13 down passenger train worked non-vacuum from mile 32 to Bhopal station, due to the driver being unable to maintain vacuum owing to the small disc valve being out and the piston neck rings of the vacuum cylinders on the engine and tender drawing air.	
		15th October 1903	(iii) Failure of material.—No. 14 up passenger train worked non-vacuum from Tundla to Agra Junction station, due to leaks in the hose pipe of two Madras railway carriage trucks.	





TABLE No. II—*contd.*

Statement showing, for the six months ended the 31st December 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—*contd.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or inexperience of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" GAUGE— <i>contd.</i> North Western State— <i>contd.</i>	Vacuum, automatic	16th July 1903	(iii) Neglect of servants.—No. 7 up mail train detained 6 minutes at Pad Idan station, due to the hose pipe between two carriages not being properly coupled and drawing air.	
		30th September 1903	(iii) Failure of material.—No. 2 down Quetta mail train detained 21 minutes at Quetta station, due to a leak in the hose pipe of a brake-box.	
		3rd November 1903	(iii) Neglect of servants.—No. 2 down mail train detained 14 minutes at Jacobabad station, due to the driver being unable to create vacuum, owing to the hose pipes between the engine and tender not being properly coupled.	
		4th November 1903	(iii) Neglect of servants.—No. 3 up passenger train detained 8 minutes at Delhi station, due to a defective hose pipe on a brake-box.	
		5th November 1903	(iii) Neglect of servants.—No. 21 up mixed train detained 28 minutes at Rojhanwali station, due to the universal hose pipe of a carriage attached at that station being deficient of two rubber washers.	
		18th November 1903	(iii) Neglect of servants.—No. 52 down passenger train lost 10 minutes between Sukkur and Ruk stations, due to a leak in the train pipe of one of the carriages.	
		27th November 1903	(iii) Neglect of servants.—No. 1 up mail train lost 18 minutes between Jacobabad and Sibi stations, due to the driver being unable to maintain sufficient vacuum owing to a leak in the train pipe of a water tank.	See page 1454.
		29th November 1903	(iii) Neglect of servants.—No. 17 up passenger train detained 10 minutes at Delhi station, due to a defective India rubber universal hose pipe on a bogie carriage.	
		1st December 1903	(iii) Failure of material.—No. 24 down passenger train lost 7 minutes between Dabhoji and Pipri stations, due to the small ejector being unable to maintain vacuum owing to a leak in the packing ring of a brake-van.	
		2nd December 1903	(iii) Neglect of servants.—No. 5 up mixed train detained 1 hour and 3 minutes at Quetta station, due to the large ejector air disc being off its face.	
		6th December 1903	(iii) Neglect of servants.—No. 41 up passenger train detained 5 minutes at Hyderabad station, due to the 2" India rubber washer of the hose pipe of an intermediate class carriage being torn in the act of disconnecting the pipes for shunting purposes.	
		6th December 1903	(iii) Failure of material.—No. 27 up goods train lost 42 minutes between Kolpur and Spezand stations, due to the ejector failing to recreate vacuum quickly, owing to a leak in the piston packing rings.	

TABLE No. II—contd.

Statement showing, for the six months ended the 31st December 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 2.	Date of failure.	Instances under the three following heads, separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or incompetence of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" Gauge—contd.				
North Western State—contd.	Vacuum, automatic	7th December 1903	(iii) Failure of material.—No. 2 down Quetta mail train detained 11 minutes at Temple Dera station, due to the rubber rolling ring of a 3rd class carriage twisting and causing adhesion of the piston.	1,672,365.
		15th December 1903	(iii) Failure of material.—No. 1 up Quetta mail train detained 30 minutes at Lindsay station, due to the rubber rolling ring of a 3rd class carriage twisting and causing adhesion of the piston.	
Oudh and Rohil-khand State.	Vacuum, automatic	2nd July 1903	(i) and (ii)—Nil. (iii) Failure of material.—No. 5 up passenger train detained 10 minutes at Shahjahanpur station, due to a leak in the hose pipe washer of a 3rd class carriage.	See page 1455.
		7th August 1903	(iii) Neglect of servants.—No. 4 down passenger train detained 37 minutes at mile 168 on the loop line, due to a leak in the coupling of a 3rd class carriage.	
		8th August 1903	(iii) Failure of material.—No. 4 down passenger train detained 12 minutes at Lucknow station, due to a leak in the piston gland packing of the brake-van.	
		15th August 1903	(iii) Neglect of servants.—No. 11 up mail train on the Aligarh branch lost 10 minutes between Bazaratganj and Aonla stations, due to the piston packing rings of two 3rd class carriages blowing.	
		19th August 1903	(iii) Neglect of servants.—No. 6 down passenger train detained 20 minutes at Rosa station, due to the vacuum pipes of some carriages being defective.	
		10th September 1903	(iii) Neglect of servants.—No. 4 down passenger train lost 20 minutes between Moradabad and Rampur stations, due to the universal hose pipe between the engine and tender drawing air.	
		14th September 1903	(iii) Failure of material.—No. 5 up passenger train detained 9 minutes at Pitambarpur station, owing to a piston of a 3rd class carriage drawing air.	
		23rd September 1903	(iii) Failure of material.—No. 5 up passenger train detained 8 minutes at Mughulpur station, due to the piston of a North Western railway 2nd class carriage drawing air.	
		25th September 1903	(iii) Failure of material.—No. 5 up passenger train lost 24 minutes between Moradabad and Dhatpur stations, due to the vacuum hose pipe of a composite carriage having torn.	
		9th October 1903	(iii) Neglect of servants.—No. 47 up mail train on the Delhi branch lost 21 minutes between Moradabad and Hakeempur stations, due to the hose pipe coupling washer of a brake-van being defective.	

TABLE No. II—contd.

Statement showing, for the six months ended the 31st December 1903, all cases in which the automatic vacuum brake failed to act, when required to be brought into action, or caused delay in the working of trains—contd.

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 4.	Date of failure.	Instances under the three following heads, separately, of:— (i) Failure or partial failure to act when required in case of an accident in a train, or a collision between trains being imminent; (ii) Failure or partial failure to act under ordinary circumstances to stop a train when required; (iii) Delay in the working of trains in consequence of defects in, or improper action of, the brake; distinguishing whether they arose from neglect or incompetence of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
5' 6" GAUGE—contd. Oudh and Rohilkhand State— contd.	Vacuum, automatic	26th October 1903	(iii) Failure of material.—No. 18 down passenger train detained 10 minutes at Sanoda station, due to the piston rod of the engine cylinder having come out.	1,051,314
		12th November 1903	(iii) Failure of material.—No. 5 up passenger train detained 21 minutes at Moradabad station, due to the hose pipe of an Intermediate class carriage drawing air.	
		15th November 1903	(iii) Neglect of servants.—No. 4 down passenger train detained 15 minutes at Sanoda station, due to a defect in the washer of the hose pipe of a composite (1st and 2nd class) carriage.	
		30th November 1903	(iii) Failure of material.—No. 17 up mixed train on the Dohra Dun branch detained 15 minutes at mile 3, due to leaks in the piston rod packing rings of two 3rd class carriages.	
		30th November 1903	(iii) Neglect of servants.—No. 5 up passenger train detained 10 minutes at Banthra station, due to the piston rod packing of 3rd class and a composite carriage drawing air.	
2' 3 1/2" GAUGE. Burma	Ditto	...	(i) and (ii)—Nil.	491,478
		21st July 1903	(iii) Failure of material.—No. 108 down train detained a minute and a half, due to perishing of the piston neck rings of two wagons.	
		10th August 1903	(iii) Neglect of servants.—No. 8 up mail train started 19 minutes late, due to the ejector steam disc valve blowing through neglect to tighten the nut which holds it to the port face.	
		12th August 1903	(iii) Failure of material.—Nos. 59 up and 64 down local trains worked non-vacuum, due to the exhaust-pipe in the smoke-box of the engine having worn through.	
		24th September 1903	(iii) Failure of material.—No. 3 up mail train detained 15 minutes at mile 65 near Pyin-bongyi station, due to the vacuum chamber hose pipe of the engine being rent.	
		11th November 1903	(iii) Neglect of servants.—No. 107 up mixed train detained 2 hours and 20 minutes, due to the cone of the big ejector being blocked by a piece of waste.	
		11th November 1903	(iii) Failure of material.—No. 8 up mail train detained 14 minutes, due to the rolling ring being twisted and somewhat slack through wear.	
		18th December 1903	(iii) Neglect of servants.—No. 3 up mail train detained 28 minutes at Tsungdawthi station and worked non-vacuum to Youngoo, due to a leak in the vacuum chamber pipe of the engine owing to the screw ferrule slackening back.	
		26th December 1903	(iii) Neglect of servants.—No. 3 up mail train detained 44 minutes, due to adhesion of the piston of the engine owing to the brake blocks not having been taken up.	

TABLE No. II—*concl.*

Statement showing, for the six months ended the 31st December 1903, all cases in which the automatic vacuum brakes failed to act, when required to be brought into action, or caused delay in the working of trains—*concl.*

1	2	3	4	5
Railway.	Name or description of brakes which failed or caused delay in the instances specified in column 2.	Date of failure.	Instances under the three following heads, separately, of— (i) Failure or partial failure to act when required in case of an accident to a train, or a collision between trains, being material; (ii) Failure or partial failure to act under ordinary circumstances, or to stop a train when required; (iii) Delay in the working of trains in consequence of defect in, or defective action of, the brake; distinguishing whether they arise from neglect or incompetence of servants, or failure of machinery or material.	Number of miles run by trains fitted with the automatic vacuum brake.
3' 6" GAUGE— <i>concl.</i> Eastern Bengal	Vacuum, automatic	...	(i) and (ii)—Nil.	
		1st July 1903	(iii) Neglect of servants.—No. 15 up passenger train detained 7 minutes at Saidpur station in releasing the brakes.	
		12th July 1903	(iii) Neglect of servants.—No. 75 up mail train lost 6 minutes between Parbatipur Junction and Badarganj stations and 6 minutes at the latter station, due to the pipe of the rear brake-van drawing air in consequence of the doubling up of the release valve rubber.	
		23rd July 1903	(iii) Failure of machinery.—No. 15 up train lost 10 minutes between Saidpur and Daroani stations, due to the vacuum brakes not being properly released.	
		27th July 1903	(iii) Failure of material.—No. 14 down passenger train lost 17 minutes between Jaypur Hat and Jamalganj stations, due to a leak in the train pipe.	
		28th July 1903	(iii) Neglect of servants.—No. 16 down passenger train detained 7 minutes at Parbatipur Junction station, in putting on a washer to the hose pipe of a 3rd class carriage.	186,944
		17th August 1903	(iii) Failure of material.—No. 15 up passenger train lost 18 minutes between Sara and Malanchi stations, due to the train pipe of a brake-van having burst.	
		10th October 1903	(iii) Neglect of servants.—No. 22 down mail train worked non-vacuum from Parbatipur Junction to Sara station, due to the face of the inner steam disc being cut.	
		2nd December 1903	(iii) Failure of material.—No. 22 down mail train detained 5 minutes at Nilguri station, due to the vacuum pipe of three 1st class carriages leaking.	
		26th December 1903	(iii) Failure of material.—No. 15 up passenger train detained 4 minutes at Gopalpur station and 2 minutes at Malanchi station, due to a defect in the vacuum pipe of a 3rd class carriage.	
		31st December 1903	(iii) Neglect of servants.—No. 75 up mail train detained 7 minutes at Kuthur station, due to the doubling up of the India rubber washer of the hose coupling of a fish-van.	
Nilgiri and Shoranur— Cochin.	Ditto	...	Nil	20,658
South Indian	Ditto	...	(i) and (ii)—Nil.	
		16th November 1903	(iii) Neglect of servants.—No. 19 mail train detained 34 minutes at Virudupatti station, due to the hook in front of the guard's van having broken through rough application of the brake by the guard.	325,706
		3rd December 1903	(iii) Failure of material.—No. 19 mail train detained 40 minutes at Madura station, due to the pin of the bell crank connecting the cylinder piston dropping out and thereby breaking the stay rod connecting the two brackets.	



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**OFFICIAL PAPERS**

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**WHOLESALE AND RETAIL PRICES IN THE SECOND HALF OF  
JULY 1904 OF:**

RICE  
WHEAT AND FLOUR  
BARLEY  
JAWAR AND BAJRA  
RAGI  
KANOHI

MAISE  
GRAM AND PULSE  
GHI  
SUGAR  
SALT  
TOBACCO

TURMERIC  
GRAMS AND STEAR  
JAWAR STALKS  
BHUSA  
SHEEP, GOATS, AND BULLOCKS

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE SECOND HALF OF JULY

Districts	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Burma*—</b>												
<i>Tenasserim—</i>												
Mergui	...	...	...	...	...	...	...	...	...	...	...	...
Tavoy	...	...	27.59	31.53	...	...	...	...	...	...	...	...
Scutmein and Amherst	...	...	35.16	35.58	55.65	35.65	...	...	...	...	...	...
<i>Pegu (delta)—</i>												
Rangoon	...	...	20.78	22.22	27.12	30.19	...	...	...	...	...	...
Thongwa	...	...	31.68	31.68	...	...	...	...	...	...	...	...
Bassein	...	...	31.07	41.29	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Hennada	...	...	28.19	37.65	...	...	...	...	...	...	...	...
Toungoo	...	...	28.69	34.97	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay	...	...	35.16	34.59	18.90	31.07	...	...	...	...	...	...
Bamo	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku	...	...	31.84	40.76	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyauhpada	...	...	...	...	...	...	...	...	...	...	...	...
Akyab	...	...	30.77	36.86	...	...	...	...	...	...	...	...
<b>ASSAM—</b>												
Brahmaputra—												
Goalpara	11.87	13.75	26.25	28.75	...	...	...	...	...	...	...	...
Ganhati	...	...	30	31.83	...	...	...	...	...	...	...	...
<b>Bengal*—</b>												
<i>Eastern—</i>												
Chittagong	...	...	30	32.5	...	...	...	...	...	...	...	...
Dacca	...	...	25	27.5	21.25	31.25	...	...	12.5	13.75	...	...
<i>Delhi*—</i>												
Midnapur	...	...	26.87	37.5	...	...	...	...	...	...	...	...
Calcutta	...	...	42.5	40	32.5	30	...	...	28.75	29.75	22.5	23.75
<i>Central—</i>												
Bardwan	...	...	29.69	37.5	...	...	...	...	...	...	...	...
Patna	...	...	24.58	31.39	20.62	33.13	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur	...	...	35.35	30	37.76	35	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack	...	...	31.56	35	26.25	31.87	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna	...	...	24.37	30	20.62	24.06	...	...	15	16.37	15	20.62
<i>Bihar, north—</i>												
Bhagalpur	...	...	28.75	42.13	24.06	30.62	...	...	16.56	27.08	...	...
Muzaffarpur	...	...	26.56	27.5	25	28.69	...	...	15	16.56	...	...
<b>United Provinces:</b>												
<i>(a) AGRA—</i>												
<i>Eastern—</i>												
Benares	19.37	17.5	33.33	30.57	24.84	26.47	22.5	29.79	16.98	17.71	...	16.77
<i>Central—</i>												
Cawnpore	17.76	22.34	30.78	34.79	23.54	25.78	25.78	29.68	15.68	18.59	...	...
Jhansi	20	20	29.06	40.94	24.22	28.59	...	...	14.06	19.53	15.21	16.46
<i>Western—</i>												
Meerut	...	...	36.46 to 40	36.46	23.68	35	20.06	30.78	14.37	18.59	15.06	23.24
Agra	25	19.06	51.55	47.08	24.43	25.04	29.06	29.79	16.09	20.47	15.63	18.56
<i>Submontane, west—</i>												
Shahjahanpur	...	...	...	...	22.44	31.58	...	...	13.92	15.21	...	...
<i>(b) OUDH—</i>												
<i>Southern—</i>												
Lucknow	20	20	33.33	34.43	23.85	25.78	22.44	31.33	14.79	16.56	17.71	20
<i>Northern—</i>												
Fyzabad	17.5	20	37.5	40	23.91	24.58	...	...	15.04	17.5	...	...

\* The figures under "Rice, husked" represent the prices of common rice

(The figures state prices in rupees per ten maunds)

BAJRA		RAOI		MAIZE		GRAM		ANJAR DÁL		GHI		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
												Burma—
												Tenasserim—
												Mergui
						44.76	40.76	50	50			Tavoy
												Moulmein and Amherst
						23.68	24.62	25.4	23.36			Pegu (deltaic)—
						28.10	32.16					Bangoon
												Thongwa
												Bassain
						33.67		45.71	46.12			Pegu (inland)—
						36.90	35.1					Honzada
												Toungoo
				13.31	13.55	25	23.32	40.76	46.33			Upper Burma—
						16.67	23.36	40.35	41.29			Mandalay
												Bamo
												Pakokku
						33.1	43.11	50	50			Arakan—
												Kyaukpada
												Akyab
												Assam—
												Brahmaputra—
												Goalpara
												Gauhati
						40	30	45	42.5	330	330	Bengal—
						22.5	25	22.5	25	430	400	Eastern—
												Chittagong
												Dacca
						23.75	24.37					Dalnic—
						23.75	23.75	32.5	37.5	330	330	Midnapur
20.25	25				22.5	27.5	25	45	42.5	330	330	Calcutta
						24.37	23.12	30.04	33.75	330	330	Central—
						23.12	23.50	31.37	33.22	330	330	Bardwan
												Pabna
					23.75	21.00	26.25	33.33	35	330.25	330	Northern—
												Rangpur
						22.19	20	20.62	23.01	330	345	Orissa—
												Outback
				14.06	16.75	18.75	20.62	24.37	18.12	330	280	Bihar, south—
												Patna
				17.5	23.12	19.37	20.25	25.62		340	300	Bihar, north—
		15		15	15.94	19.06	18.12	23.44	25	320	275.12	Bhagalpur
												Muzaffarpur
												United Provinces:
												(a) AGRA—
						18.06	17.71	23.07	31.04	345.05	335	Eastern—
												Banars
14.11	19.58			14.01		18.18	19.58			330	320	Central—
						16.41	23.1			312.5	312.5	Cawnpore
												Jhansi
19.06	21.04			12.5	18.99	17.5	21.04	23.24		345.04	304.74	Western—
18.3	19.43					17.55	21.56	23.67	33.07	312.19	231.53	Meerut
												Agra
						20.47	20.52			330	320	Bulmohana, west—
												Shahjahanpur
												(b) OUDH—
19.21	19.60			18.36	17.81	20	20			335	350	Southern—
												Lucknow
						17.5	17.5			340	310	Northern—
												Hyabad



WHOLESALE PRICES FOR THE SECOND HALF OF JULY—continued

DISTRICTS	SUGAR, RAW (Gir)		SALT		TOBACCO LEAF		TURMERIC		GREEN		STRAW	
	1904	1908	1904	1908	1904	1908	1904	1908	1904	1908	1904	1908
Burma—												
Tenasserim—												
Mergui . . . . .	...	...	18-56	9-04	...	...	...	...	...	...	...	...
Tavoy . . . . .	...	...	22-54	22-54	...	...	...	...	...	...	...	...
Moulmein and Amherst .	...	...	18-77	18-77	...	...	...	...	...	...	...	...
Pegu (deltaic)—												
Rangoon . . . . .	...	...	19-05	19-05	...	...	...	...	...	...	...	...
Thongwa . . . . .	...	...	22-43	22-43	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	22-31	22-31	...	...	...	...	...	...	...	...
Pegu (inland)—												
Hensada . . . . .	...	...	21-26	21-22	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	24-24	24-31	...	...	...	...	...	...	...	...
Upper Burma—												
Mandalay . . . . .	...	...	22-54	22-1	...	...	...	...	...	...	...	...
Bhamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	24-71	24-71	...	...	...	...	...	...	...	...
Arakan—												
Kyaukpada . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akyab . . . . .	...	...	21-08	20-30	...	...	...	...	...	...	...	...
Assam—												
Brahmaputra—												
Golpara . . . . .	55	55	...	...	...	...	...	...	...	...	...	...
Cachari . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Bengal—												
Eastern—												
Chittagong . . . . .	55	52-5	37-5	26-37	100	110	...	...	...	...	...	...
Dacca . . . . .	60	50	22-37	35	85	75	...	...	219	1-37	...	...
Deltic—												
Midnapur . . . . .	{ 50 to 52-5 }	52-5	26-75	28-75	{ 50 and 80 }	{ 70 and 100 }	...	...	...	...	4-37	135
Calcutta . . . . .	45	43-5	26-25	26-25	80	80	...	...	11-25	10	7-5	75
Central—												
Bardwan . . . . .	50	40-62	27-5	28-75	...	...	...	...	...	...	10	7-5
Pabna . . . . .	40-25	43-75	30	31-25	110	100	...	...	...	...	8-75	8-75
Northern—												
Rangpur . . . . .	62-19	52-5	33-33	30	44-37	90	...	...	1-37	1-55	7-5	4-37
Orissa—												
Cuttack . . . . .	41-25	48-12	25	25	42-5	41-25	...	...	4-39	4-39	5	5
Bihar, south—												
Patna . . . . .	40	40	29-37	31-37	35	40	...	...	3-12	3-75	...	...
Bihar, north—												
Bhagalpur . . . . .	43-25	45-34	28-31	33-31	{ 45-53 to 50 50 }	{ 35 }	...	...	...	...	...	...
Muzaffarpur . . . . .	38-12	30-78	31-37	31-37	...	...	...	...	...	...	...	...
United Provinces:												
(a) AGRA—												
Eastern—												
Banars . . . . .	47-34	48-12	...	...	...	...	...	...	...	...	...	...
Central—												
Cannore . . . . .	43-06	42-08	...	...	52-5	50	75	52-5	...	...	...	...
Jhansi . . . . .	57-19	53-19	...	...	...	...	69-51	57-13	...	...	...	...
Western—												
Mearat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Agra . . . . .	40	38-07	...	...	60	123-07	45	45-75	5	3-75	5	4-01
Submontane, west—												
Bhabhampur . . . . .	...	...	...	...	...	...	{ 55 and 60 }	{ 50 and 55 }	...	...	...	...
(b) OUDH—												
Southern—												
Lucknow . . . . .	45	55	...	...	60	60	...	...	3-5	5	...	...
Northern—												
Fyzabad . . . . .	33-75	36-25	...	...	...	...	...	...	...	...	...	...



## WHOLESALE PRICES FOR THE SECOND HALF OF JULY—continued

Districts	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Rajputana—</b>												
Eastern— Ajmer . . . . .		12½	...	...	...	22 08	...	...	...	25	...	21 04
<b>Panjab—</b>												
Southern— Ferozpur . . . . .	10 06	20	44 37	44 37	21 06	22 19	26 72	28 30	12 97	14 94	13 75	20
Central— Lahore . . . . .	24 58	22 50	36 07	44 43	21 61	21 08	24 70	26 25	13 64	16 37	14 32	19 79
South-eastern— Delhi . . . . .	...	...	42 18	40	25	25 78	30 78	31 8	15 90	17 81	14 27	20
Submontane— Amritsar . . . . .	21 04	24 22	38 07	40	20	20 78	22 24	24 22	...	...	12 92	16 67
Northern— Rawalpindi . . . . .	13 18	22 10	30	35 52	21 35	25	25 78	22 06	13 33	16 27	19 06	20
Western— Multan . . . . .	15 00	20	27 55	30 78	23 50	26 67	28 54	33 28	14 53	10 06	14 79	21 04
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	40 94	...	29 48	30	...	...	17 07	...	...	...
Shikarpur . . . . .	...	...	35 47	37 5	25 78	24 84	...	...	18 44	...	14 37	...
Quetta . . . . .	...	...	...	...	to 32 19	to 33 75	57 5	57 5	to 19 89	23 12	15 52	20
<b>Bombay—</b>												
Deccan and Konkan—												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	16 36	...
Sholapur . . . . .	...	...	38 81	...	...	...	...	...	...	...	14 9	12 45
Poona . . . . .	...	...	...	...	20 48	...	...	...	...	...	...	...
Khandesh and N.E. Deccan—												
Ahmadnagar . . . . .	...	...	...	...	...	20 48	...	...	...	...	15 78	...
Dhulia . . . . .	...	...	...	...	22 29	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	21 61	...	...	...	22 08	...	...	...	...	...	25 21	...
Ahmadabad . . . . .	...	...	...	...	25	...	...	...	...	...	...	...
<b>Central Provinces—(a)</b>												
Western— Nagpur . . . . .	...	...	28	33	26	30	33 25	40	...	...	21 82	30 62
Central— Jubbulpore . . . . .	...	...	29 37	33 35	24 5	25	39 62	30 75	...	...	...	16
Eastern— Raipur . . . . .	...	...	24	30	23	25 5	28	30	...	...	...	...
<b>Bihar—</b>												
Basin . . . . .	...	...	...	...	28 75	33 87	...	...	...	...	23	15 37
Akela . . . . .	...	...	50	75	33 25	41 62	40 5	50	...	...	21 75	20 81
Ellichpur . . . . .	...	...	47	61 5	34 75	36 31	44 37	49	...	...	26 62	21 86
Amroli . . . . .	...	...	40	47 5	32 5	37 5	36	40	...	...	23 75	20
<b>Madras—</b>												
South central—												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	14 4	19 2
Balem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	...	15 9
Ondesh . . . . .	19 5	19 8	...	...	...	...	...	...	...	...	16 8	14 5
Karnol . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, south—												
Madras . . . . .	21	21 3	36	36 3	...	...	...	...	...	...	...	...
Tanjore . . . . .	20 9	20 9	31 5	33 6	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Southern— Madras . . . . .	...	...	...	...	...	...	...	...	...	...	19 1	18 8
<b>Mysore—</b>												
Mysore . . . . .	17 25	22 20	31 00	40 22	30 25	39 10	48	49 03	...	...	20 25	14 63
Bangalore . . . . .	16 67	20 44	34 07	42 00	31 68	36 02	46 05	58 25	...	...	...	...

(a) The figures under "Rice, husked" represent the prices of cleaned rice or shelled.

(The figures state prices in rupees per ten maunds)

BAJRA		RAGI		MAIZE		GRAN		ARAB DÁL		GHI		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
	25	...	...	...	20	...	35	...	...	...	320	Rajputana -
												Eastern -
												Ajmer
												Panjab -
14.84	28.50	...	...	11.41	19.06	15.47	17.34	40	40	335	315	Southern -
												Ferozpur
15.68	24.06	...	...	10.26	16.46	14.32	18.12	40	38.02	346.58	323.44	Central -
												Lahore
19.06	20.52	...	...	13.75	17.81	16.98	20	30.78	30.78	373	322.5	South-eastern -
												Delhi
...	...	...	...	...	...	13.12	16.67	...	...	...	...	Submontane -
												Amritsar
15.99	21.25	...	...	15.29	18.39	15.42	19.15	38.23	38.23	320	293.67	Northern -
												Rawalpindi
17.76	23.49	...	...	13.75	20	16.98	21.04	...	...	336.82	304.74	Western -
												Multan
												Sind and Baluchistan -
20.31	...	...	...	...	...	21.25	...	...	...	338.75	295	Karachi
16.62	...	...	...	...	...	18.75	20.31	...	...	340	306.97	Shikarpur
...	...	...	...	...	...	...	...	40	40	340	300	Quetta
				21.25	22.5	...	...			370	340	
												Bombay -
...	...	...	...	...	...	...	...	...	...	...	...	Deccan and Kandiab -
23.75	21.8	...	...	...	...	22.34	26.51	...	...	...	...	Dharwar
												Sholapur
												Poona
...	...	...	...	...	...	21.93	26.41	...	...	...	...	Khandesh and N.-W. Deccan -
25.16	...	...	...	...	...	...	...	...	...	...	...	Ahmednagar
												Dhulia
24.34	...	...	...	...	...	25.21	...	46.82	...	...	...	Gujarat -
24.06	...	...	...	...	...	...	...	...	...	...	...	Surat
												Ahmadabad
												Central Provinces -
...	...	...	...	...	...	21	24	30	44	400	360.02	Western -
												Nagpur
...	...	...	...	...	...	16.92	18	25	38.25	300	270	Central -
												Jabalpur
...	...	...	...	...	...	16	25	22.5	35	320	280	Eastern -
												Balpur
												Berar -
...	27.08	...	...	...	...	23.5	29.19	33.25	45.75	371.25	343.81	Bhim
...	25	...	...	...	...	26.92	35.75	36.15	44.44	400	290.37	Akola
...	22.5	...	...	...	...	25	27.5	30	40	360	330	Ellichpur
												Amravati
												Madras -
18.9	31	...	...	...	...	30.4	33.2	...	...	353.2	323	South, central -
...	...	15.2	15	...	...	...	...	...	...	351	352.6	Coimbatore
												Salem
14.4	15.5	...	...	...	...	...	23.4	...	...	...	317.4	Central -
...	...	...	...	...	...	...	...	...	...	363.2	379.6	Bellary
												Cuddapah
												Kanul
...	...	16.4	15.6	...	...	...	...	30.4	28	...	...	East Coast, central -
												Nellore
...	...	...	...	...	...	27	28.8	...	...	312.7	329.2	East Coast, south -
...	...	14.2	19	...	...	...	...	...	...	...	...	Madras
												Tanjore
												Trichinopoly
22.7	20.9	...	...	...	...	...	...	23.5	23.7	...	...	Southern -
												Madura
		10.75	15.66	...	...	14.25	13.29	53.43	71.25	302.37	300.75	Mysore -
...	...	11.43	14.96	...	...	15.31	14.96	45.71	60.93	342.85	351.43	Bangalore

## WHOLESALE PRICES FOR THE SECOND HALF OF JULY—continued

DISTRICTS	SUGAR, RAW (Cane)		SALT		TOBACCO LEAF		TURKISH		GRASS		STRAW	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Rajputana—</b>												
Eastern—												
Ajmer . . . . .	...	50	...	...	...	...	...	...	...	5	...	5
<b>Panjab—</b>												
Southern—												
Ferozpur . . . . .	40	40	...	...	80	80	87.19	76.25	4.01	3.28	5	4.08
Central—												
Lahore . . . . .	45.75	42.08	...	...	47.08	57.15	66.67	72.71	5.67	7.92	4.43	6.67
South-eastern—												
Delhi . . . . .	36.8	...	...	...	61.55	61.56	66.25	66.67	...	6.67	6.37	5.78
Submontane—												
Amritsar . . . . .	40	...	...	...	...	...	...	66.67	...	...	4.69	5.31
Northern—												
Rawalpindi . . . . .	38.12	41.25	...	...	...	...	66.67	66.75	6.67	5.62	7.29	7.03
Western—												
Multan . . . . .	47.08	48.28	...	...	80	80	80	80	4.01	4.01	8.59	4.43
<b>Sind and Baluchistan—</b>												
Karachi	...	35	...	...	...	...	...	...	...	...	...	...
Shikarpur . . . . .	38.75	...	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan and Karnatak—												
Dharwar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Khandesh and N.E. Deccan—												
Ahmednagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhule . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmedabad . . . . .	60	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	84	84	88.82	88.82	66.62	57	...	...	...	...
Eastern—												
Raipur . . . . .	...	...	80	80	100	140	50	50	...	...	...	...
<b>Berar—</b>												
Eastn . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akola . . . . .	...	32.38	34.75	...	127.25	155.31	37.25	47.56	...	...	...	...
Ellichpur . . . . .	...	61.54	34.75	...	133.25	160	61.5	61.5	10	10	...	...
Amravati . . . . .	...	48.5	30	...	140	190	62.5	52.5	7	...	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	44.6	38.5	...	...	...	...	41.6	...	...	...	...	...
Salem . . . . .	...	...	...	...	108.7	115.6	34.5	30.8	...	...	5.2	8.9
Central—												
Bellary . . . . .	...	37.7	...	...	...	...	...	...	...	...	...	...
Channarayana . . . . .	...	...	...	...	...	...	35.4	24.6	...	...	...	...
Kannur . . . . .	...	...	...	...	66.4	48.4	41.1	33.9	...	...	...	...
East Coast, central—												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	2.9	2.9
East Coast, south—												
Madras . . . . .	50.7	39.5	...	...	128.4	128.4	37.8	31.2	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	74.6	15.7	...	...	...	...	...	...
Southern—												
Madura . . . . .	...	...	...	...	100.8	106.8	...	...	...	...	4.5	4.2
<b>Mysore—</b>												
Mysore . . . . .	38.5	48	...	...	260.28	274.28	34	68.5	5	5	4	4
Bangalore . . . . .	51.43	49.29	...	...	308.57	308.57	40.9	40.71	7.81	9.1	8.86	7.81

(The figures state prices in rupees per ten mautula)

JAWAR STALKS		RICE		SHEEP, PER SCORE		GOATS, PER SCORE		PLOUGH BULLOCKS, PER PAIR		Districts
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
										Rajputana—
	25	...	...	...	140	...	...	...	80	Eastern— Ajmer
										Panjab—
	5	...	...	50	50	...	...	75	75	Southern— Ferozpur
	...	...	...	100	100	...	...	112.5	112.5	Central— Lahore
802	5	...	...	75	80	...	...	120	130	South-eastern— Delhi
	...	...	...	75	...	...	...	...	...	Submontane— Amritsar
10	10	...	...	70	70	...	...	80	80	Northern— Rawalpindi
401	10	...	...	50	50	...	...	70	70	Western— Multan
										Sind and Baluchistan—
	...	...	...	...	...	...	...	...	...	Karachi
	...	...	...	...	...	...	...	...	...	Sukkarpur
	...	5.62	8.75	40 to 140	40 to 140	...	...	...	...	Quetta
										Bombay—
	...	...	...	...	...	...	...	...	...	Deccan and Karnatak—
	...	...	...	...	...	...	...	...	...	Dharwar
	...	...	...	...	...	...	...	...	...	Sholapur
	...	...	...	...	...	...	...	...	...	Poona
	...	...	...	...	...	...	...	...	...	Khandesh and N.E. Deccan—
	...	...	...	...	...	...	...	...	...	Ahmadnagar
	...	...	...	...	...	...	...	...	...	Dhule
	...	...	...	80	...	...	...	...	...	Gujarat—
	...	...	...	...	...	...	...	...	...	Surat
	...	...	...	...	...	...	...	...	...	Ahmadabad
										Central Provinces—
	...	...	...	60	60	...	...	100	100	Western— Nagpur
	...	...	...	55	50	...	...	35	42.5	Central— Jubbulpore
	...	...	...	...	...	...	...	40	...	Eastern— Raipur
										Berar—
	...	...	...	80	...	...	...	100	...	Basim
15	3.5	...	...	70	65	...	...	90	80	Akola
6	4	...	...	40	50	...	...	150	150	Ellichpur
12	12.84	...	...	65	65	...	...	80	80	Amravati
										Madras—
	...	...	...	...	...	...	...	...	...	South, central—
1.6	1.2	...	...	75	75	75	75	1.0	50	Coimbatore
	...	...	...	...	...	...	...	...	...	Salem
	...	...	...	80	80	80	80	100	100	Central—
3.4	2.7	...	...	...	...	...	...	...	...	Bellary
	...	...	...	...	...	...	...	...	...	Chidambaram
	...	...	...	...	...	...	...	...	...	Karnal
	...	...	...	...	...	...	...	...	...	East Coast, central—
	...	...	...	...	...	...	...	...	...	Nellore
	...	...	...	...	...	...	...	...	...	East Coast, south—
	...	...	...	53.75	55	53.75	55	...	...	Madras
	...	...	...	80	80	80	80	...	...	Tanjore
	...	...	...	...	...	...	...	...	...	Trichinopoly
	...	...	...	...	...	...	...	40	40	Southern— Madurai
	...	...	...	...	...	...	...	70	70	Mysore—
8.75	5	...	...	100	100	...	...	120	120	Mysore
	...	...	...	160	140	...	...	10	10	Bangalore
	...	...	...	...	...	...	...	150	150	

J. A. ROBERTSON

Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta, August 26, 1904

B

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE SECOND HALF OF JULY 1904 (*The figures*

Districts	WHEAT		BARLEY		RICE				JAWAR OR OHOLUM ( <i>Andropogon sorghum</i> )		BAJRA OR CHOLU ( <i>Pennisetum typhoides</i> )	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Best sort		Common		Half-month of report	Previous half-month	Half-month of report	Previous half-month
					Half-month of report	Previous half-month	Half-month of report	Previous half-month				
Burma—												
Tenasserim—												
Mergol	...	...	...	...	18 1	18 1	10 6	14 1	...	...	...	...
Tavoy	...	...	...	...	9 12	9 12	10 8	10 6	...	...	...	...
Moulmein and Amberat	6 13	6 13	...	...	...	...	...	...	...	...	...	...
Pegu (deltaic)—												
Pegu	...	...	...	...	9 8	9 8	10 4	10 4	...	...	...	...
Bangkok	18 12	18 12	...	...	16 4	16 4	17 12	17 12	...	...	...	...
Thongwa	...	...	...	...	10 11	10 11	11 8	11 9	...	...	...	...
Bassala	...	...	...	...	10 14	10 14	12 8	12 8	...	...	...	...
Pegu (inland)—												
Tharawadi	...	...	...	...	9 8	9 8	10 12	10 12	...	...	...	...
Hensada	...	...	...	...	10 6	10 6	12 18	12 18	...	...	...	...
Prome	...	...	...	...	10 12	10 12	11 8	11 8	...	...	...	...
Toungoo	...	...	...	...	10 6	10 6	12 8	12 8	...	...	...	...
Thayetmyo	...	...	...	...	11 10	11 8	12 12	12 8	...	...	...	...
Upper Burma—												
Mandalay	20 1	21 1	...	...	11 2	11 2	11 12	11 12	...	...	...	...
Bamo	...	...	...	...	8 14	8 14	12 6	12 6	...	...	...	...
Pakokku	...	...	...	...	9 12	10 10	11 9	11 12	...	...	...	...
Meiktila	...	...	...	...	11 4	11 8	12 11	12 7	30 —	29 —	...	...
Arakan—												
Bandoway	...	...	...	...	14 —	14 —	19 1	18 4	...	...	...	...
Kyaukpada	...	...	...	...	10 4	9 14	11 11	10 12	...	...	...	...
Akyab	...	...	...	...	11 —	11 —	12 —	12 —	...	...	...	...
Assam—												
Burmah—												
Sylhet	...	9 11	...	...	5 —	5 —	17 8	18 —	...	...	...	...
Cachar	...	...	...	...	10 10	10 10	14 8	15 15	...	...	...	...
Hill tracts—												
Khasi and Jaintia Hills	8 —	8 —	...	...	5 8	6 8	11 8	11 8	...	...	...	...
Garo Hills	...	...	...	...	4 —	4 —	12 —	12 —	...	...	...	...
Manipur	...	...	...	...	24 —	24 —	27 —	27 —	...	...	...	...
Naga Hills	...	...	...	...	11 —	11 —	11 8	11 8	...	...	...	...
Lushai Hills	...	...	...	...	5 —	5 —	8 —	8 —	...	...	...	...
Brahmaputra—												
Goalpara	17 —	17 —	...	...	5 8	5 8	16 —	16 —	...	...	...	...
Kamrup	10 —	10 —	...	...	9 —	9 —	13 —	14 —	...	...	...	...
Darrang	10 —	10 —	...	...	9 —	9 —	14 —	14 —	...	...	...	...
Nowgong	...	...	...	...	8 —	8 —	13 —	13 —	...	...	...	...
Sibsagar	...	...	...	...	8 —	8 —	13 —	13 8	...	...	...	...
Lakhimpur	9 8	9 —	...	...	6 8	6 8	13 —	13 —	...	...	...	...
Bengal—												
Bastar—												
Beckerganj	...	...	...	...	...	...	14 4	14 4	...	...	...	...
Noakhali	...	...	...	...	...	...	14 8	15 —	...	...	...	...
Chittagong—												
Tippera	...	...	...	...	...	...	13 —	13 —	...	...	...	...
Dacca	16 —	16 —	20 —	20 —	...	...	15 —	16 —	...	...	...	...
Maimensingh	12 9	12 —	11 —	11 —	...	...	13 —	14 —	...	...	...	...
Dacca—												
Khulna	...	...	...	...	...	...	14 —	15 —	...	...	...	...
24 Parganas—												
Midnapur	12 —	12 —	...	...	...	...	14 8	14 8	...	...	...	...
Howrah—												
Calcutta	11 —	12 4	16 —	16 —	...	...	13 —	13 —	17 —	17 —	14 —	14 —
Houghly	12 —	12 —	...	...	...	...	9 8	9 10	...	...	...	...
Nadia (Krishnagarh)	16 4	16 —	...	...	...	...	10 —	10 —	...	...	...	...
Jessore	11 8	11 8	12 4	12 4	...	...	14 —	14 —	...	...	...	...
Fazidpur	18 —	18 —	20 —	20 —	...	...	14 4	15 —	...	...	...	...

state the number of sars (of 80 tolas) and chittacks sold for one rupee)

MARCA OR SAR (Himalaya coracama)		KANGRI OR KAYUN, ITALIAN MILLET (Sitarica italica)		GRAM, CHENNA, CHOLA, KADALAY, OR SUTAGA (Cicer aristatum)		MAJEE (Zea Mays)		ANHAN OR THUN, GADJAN FEA (Cajanus indicus)		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	...	...	...	...	...	...	...	...	18 14	18 14	Burma—
...	...	...	...	...	...	...	...	...	...	15 15	15 15	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 9	7 9	16 4	16 4	Mergal
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Amberst
...	...	...	...	9 5	9 5	...	...	8 8	8 8	17 —	17 —	Pegu (deltaic)—
...	...	...	...	15 12	15 12	...	...	14 12	14 12	15 12	15 12	Pegu
...	...	...	...	...	...	...	...	...	...	12 8	12 8	Bangoon
...	...	...	...	12 12	12 12	...	...	...	...	16 1	15 1	Théngwa
...	...	...	...	...	...	...	...	...	...	...	...	Bassein
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (inland)—
...	...	...	...	9 14	9 14	...	...	8 2	8 2	14 2	14 2	Tharawadi
...	...	...	...	14 14	14 14	...	...	8 2	8 2	14 2	14 2	Hensada
...	...	...	...	10 8	10 8	...	...	...	...	10 15	10 15	Prome
...	...	...	...	18 4	18 —	...	...	8 10	8 10	14 8	14 8	Tonugoo
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo
...	...	...	...	15 8	15 8	28 7	26 15	8 10	8 10	14 8	14 8	Upper Burma—
...	...	...	...	7 1	7 1	...	...	7 1	7 1	14 8	14 8	Mandalay
...	...	...	...	22 —	22 —	...	...	8 2	8 2	14 8	14 8	Bano
...	...	...	...	18 5	17 15	21 —	19 —	9 —	9 2	14 10	14 10	Pakokku
...	...	...	...	...	...	...	...	...	...	...	...	Mektila
...	...	...	...	...	...	...	...	...	...	18 10	18 —	Arakan—
...	...	...	...	...	...	...	...	...	...	21 —	21 —	Sandoway
...	...	...	...	10 —	10 —	...	...	7 —	7 —	18 —	18 —	Kyaukpada
...	...	...	...	...	...	...	...	...	...	...	...	Akyab
...	...	...	...	...	...	...	...	...	...	...	...	Assam—
...	...	...	...	13 8	13 8	...	...	11 8	11 —	12 8	12 8	Burma—
...	...	...	...	13 5	13 15	...	...	10 10	11 —	12 12	12 12	Sylhet
...	...	...	...	...	...	...	...	...	...	...	...	Ochar
...	...	...	...	9 8	10 —	17 —	16 —	7 —	7 —	8 —	8 —	Hill tracts—
...	...	...	...	9 —	8 —	...	...	6 —	6 —	8 —	8 —	Khasi and Jaintia Hills
...	...	...	...	...	...	...	...	...	...	...	...	Garo Hills
...	...	...	...	...	...	...	...	...	...	...	...	Manipur
...	...	...	...	...	...	...	...	...	...	...	...	Naga Hills
...	...	...	...	...	...	...	...	...	...	...	...	Lushai Hills
...	...	...	...	18 —	18 —	...	...	12 —	12 —	12 —	12 —	Brahmaputra—
...	...	...	...	18 —	18 —	...	...	10 —	10 —	11 —	11 —	Goalpara
...	...	...	...	18 —	18 —	...	...	19 —	10 —	11 —	11 —	Kamrup
...	...	...	...	11 —	11 —	...	...	10 —	10 —	11 —	11 —	Darrang
...	...	...	...	12 8	12 8	...	...	10 8	10 —	11 —	11 —	Nowgong
...	...	...	...	18 —	18 —	...	...	9 —	9 —	10 —	10 —	Sibsagar
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur
...	...	...	...	...	...	...	...	...	...	...	...	Bengal—
...	...	...	...	13 12	13 8	...	...	...	...	13 —	13 —	Eastern—
...	...	...	...	...	...	...	...	...	...	...	...	Bachaganj
...	...	...	...	10 12	10 8	...	...	...	...	11 6	12 12	Noakhali
...	...	...	...	18 —	18 —	...	...	9 8	9 8	13 —	13 —	Chittagong
...	...	...	...	...	...	...	...	...	...	10 10	10 10	Tippura
...	...	...	...	16 —	16 —	...	...	16 —	16 —	13 —	13 —	Dacca
...	...	...	...	13 4	13 8	...	...	10 —	10 8	12 12	12 12	Maimensingh
...	...	...	...	16 15	16 15	...	...	10 10	10 10	13 5	13 5	Dakshin—
...	...	...	...	15 —	16 —	...	...	12 —	13 —	12 5	12 5	Khulna
...	...	...	...	13 —	13 —	...	...	...	...	...	...	24 Parganas
...	...	...	...	15 —	15 —	...	...	11 8	11 8	11 8	11 8	Midnapur
...	...	...	...	18 —	18 —	...	...	14 —	13 —	13 —	13 —	Howrah
...	...	...	...	14 —	13 8	...	...	8 10	8 10	11 —	11 —	Calcutta
...	...	...	...	13 8	13 8	...	...	11 —	11 —	13 —	13 —	Hugli
...	...	...	...	16 —	16 —	...	...	10 10	10 10	13 4	13 4	Nadia (Krishnagar)
...	...	...	...	16 —	16 —	...	...	15 8	15 8	12 —	12 —	Jessore
...	...	...	...	11 —	12 —	...	...	9 —	9 —	12 —	12 —	Faridpur



RETAIL PRICES FOR THE SECOND HALF OF JULY 1904—continued (The *Agrica*)

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoides)	
					Best sort		Common					
	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month
<b>Bengal—continued</b>												
<b>Central—</b>												
Buckura . . . . .	16 8	16 —	—	—	—	—	14 8	14 —	—	—	—	—
Bardwan . . . . .	15 8	15 8	—	—	—	—	13 8	12 —	—	—	—	—
Birbhum . . . . .	15 —	15 —	—	—	—	—	12 12	12 12	—	—	—	—
Murshidabad . . . . .	16 —	16 —	24 —	24 —	—	—	12 8	12 8	—	—	—	—
Banthal Parganas . . . . .	18 —	14 —	18 —	18 —	—	—	13 —	12 —	—	—	—	—
Fahna . . . . .	16 —	18 —	26 —	24 —	—	—	15 8	16 8	—	—	—	—
Bogra . . . . .	14 1	14 1	—	—	—	—	15 —	15 12	—	—	—	—
Rajshahi . . . . .	17 13	17 13	27 —	27 —	—	—	18 8	18 8	—	—	—	—
Malda . . . . .	18 —	18 —	—	—	—	—	18 —	18 —	—	—	—	—
<b>Northern—</b>												
Rangpur . . . . .	9 8	11 8	—	—	—	—	11 4	11 13	—	—	—	—
Dinajpur . . . . .	16 —	16 —	—	—	—	—	13 4	13 4	—	—	—	—
Jalpaiguri . . . . .	11 —	11 —	—	—	—	—	12 —	12 6	—	—	—	—
<b>Hills—</b>												
Darjeeling . . . . .	—	—	—	—	—	—	11 —	11 8	—	—	—	—
<b>Orissa—</b>												
Puri . . . . .	18 2	13 2	—	—	—	—	17 1	18 6	—	—	—	—
Cuttack . . . . .	14 7	15 12	—	—	—	—	17 11	17 11	—	—	—	—
Balasore . . . . .	18 —	18 —	—	—	—	—	16 —	16 —	—	—	—	—
<b>Chota Nagpur—</b>												
Singbhum . . . . .	12 —	12 —	—	—	—	—	14 —	14 8	—	—	—	—
Manbhum . . . . .	14 —	15 —	24 —	16 —	—	—	12 —	12 —	24 —	32 —	—	—
Banchi . . . . .	9 8	10 —	16 —	16 —	—	—	13 —	13 —	—	—	—	—
Palaman . . . . .	16 14	16 14	21 15	21 15	—	—	13 8	15 8	—	—	—	—
Hazribagh . . . . .	13 8	14 —	17 8	17 —	—	—	12 —	12 8	—	—	—	—
<b>Bihar, south—</b>												
Monghyr . . . . .	17 —	19 —	20 —	26 —	—	—	12 8	12 8	—	—	—	—
Gaya . . . . .	17 15	19 —	23 1	25 —	—	—	13 —	13 —	—	—	—	—
Fatna . . . . .	19 —	19 —	26 —	26 —	—	—	16 —	16 —	26 —	28 —	—	—
Shahabad . . . . .	17 —	18 —	24 —	25 —	—	—	14 —	15 —	—	—	—	—
<b>Bihar, north—</b>												
Purnea . . . . .	16 —	16 —	—	—	—	—	16 —	14 —	—	—	—	—
Bhagalpur . . . . .	16 8	16 6	20 12	22 12	—	—	13 14	15 4	—	—	—	—
Darbhanga . . . . .	17 10	17 10	27 —	27 8	—	—	15 6	15 6	—	—	—	—
Manikpur . . . . .	16 —	16 —	26 —	26 —	—	—	14 —	14 —	—	—	—	—
Samt . . . . .	17 —	17 —	26 —	25 —	—	—	14 6	15 1	—	—	—	—
Champaran . . . . .	18 —	18 8	28 6	30 —	—	—	16 —	17 —	—	—	—	—
<b>United Provinces</b>												
<b>(a) AGRA—</b>												
<b>Eastern—</b>												
Mirzapur . . . . .	17 —	17 8	21 8	22 —	6 —	6 —	12 —	12 —	20 —	22 —	23 —	23 —
Benares . . . . .	15 8	15 7	22 4	23 5	7 13	8 14	11 6	11 11	—	22 8	23 —	23 5
Ghazipur . . . . .	16 13	16 13	24 8	24 12	7 4	7 4	12 10	12 10	—	—	24 12	22 12
Jaunpur . . . . .	17 —	17 8	25 —	25 —	7 —	5 —	12 8	11 —	—	—	—	—
Allahabad . . . . .	16 —	16 —	23 —	24 —	6 —	6 —	10 —	10 —	24 —	24 —	24 —	24 —
<b>Central—</b>												
Banda . . . . .	19 8	19 8	27 —	27 —	5 4	5 4	11 —	12 —	26 —	26 —	26 —	26 —
Katohpur . . . . .	17 8	17 8	26 —	26 —	10 —	10 —	12 —	12 —	—	—	—	—
Bamunpur . . . . .	17 4	17 4	26 4	25 4	6 8	6 8	10 —	10 —	25 4	25 4	25 4	25 4
Jalson . . . . .	21 —	21 —	26 —	26 —	7 —	7 —	8 —	9 —	26 —	26 —	26 —	26 —
Cawnpore . . . . .	16 8	16 8	25 —	25 —	—	—	12 —	12 —	26 —	26 8	27 —	27 —
Jhansi . . . . .	16 4	16 4	25 4	25 8	10 4	10 4	12 —	12 —	26 —	26 8	26 —	26 —
Etawah . . . . .	16 4	16 4	25 4	25 8	5 —	5 —	11 —	11 —	19 8	19 8	19 8	19 8
Farukhabad . . . . .	16 6	16 6	27 4	27 4	5 7	5 7	10 15	10 15	19 1	19 1	—	—
Meerut . . . . .	19 —	19 8	25 8	26 —	4 8	4 8	12 4	12 8	—	—	—	—
Etah . . . . .	16 —	16 8	28 —	27 —	5 —	5 —	9 —	9 —	—	—	—	—
<b>Western—</b>												
Meerut . . . . .	16 4	16 8	27 —	27 —	4 —	4 —	11 —	11 —	26 —	26 —	26 —	26 —
Agra . . . . .	16 14	16 —	24 6	24 8	7 4	7 —	9 8	9 8	24 6	25 —	24 —	24 —
Mathura . . . . .	17 2	17 12	25 —	25 8	7 —	7 —	11 —	11 —	24 —	24 —	22 —	22 —
Aligarh . . . . .	18 —	18 6	24 —	24 —	4 —	5 —	7 8	7 8	19 8	18 4	15 8	15 12
Bulandshahr . . . . .	18 8	18 8	26 —	25 8	5 8	5 8	8 8	8 8	24 —	24 —	23 —	22 —
<b>Submontane, east—</b>												
Balla . . . . .	17 —	17 8	23 12	23 12	6 8	6 8	11 4	11 8	19 4	19 8	19 —	19 —
Azamgarh . . . . .	16 14	16 12	22 12	23 8	6 6	6 6	13 2	13 2	—	—	—	—
Gomahpur . . . . .	17 2	16 —	20 4	20 12	11 4	12 2	4 4	15 4	—	—	—	—
Hasti . . . . .	17 —	17 4	28 —	28 —	9 —	9 —	12 12	12 8	24 —	24 —	—	—

state the number of aers (of 80 tolas) and chittacks sold for one rupee)

MAHUA OR RAGI ( <i>Eleusine coracana</i> )		KANGNI OR KAKUN, ITALIAN MILLETT ( <i>Setaria italica</i> )		GRAM, OHENNA, CHOLA, KADALAT, OR SONAGA ( <i>Oryza arifianum</i> )		MAIZE ( <i>Zea Mays</i> )		AGHAR OR THUR, GADJAN PRA ( <i>Oryza indica</i> )		SALT		Districts
Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	
				17 8	17			18		14	14	Bengal—continued Central— Bankura Bardwan Birbham Murshidabad Santal Parganas Pabna Bogra
				16	18 8			13	13	14 8	14 8	
				17 4	17 4			18	18	13	13	
				20	20			15	15	13	13	
				15	15	20	20	20	19	11	11 12	
				17	17			12	12	12 12	12	
				16 8	16 8			17 4	17 4	12 12	12 12	
				21	21			13 8	13 8	12 12	12 12	
				23	23			14	13	12	12	
				18	15 12			12	10 9	12 1	12 1	Northern— Bangpur Dumapur Jalpaiguri
				19	16			12	12	13 4	13 4	
				14	14			10	9	12	12	
13	19			13	12 12	18	18	8 8	8 8	10	10	Hills— Darjeeling
				15 12	17 1			10 8	10 8	16	16	Orissa— Puri Cuttack
				17 1*	17 11*			18 6	18 6	15	15	
					18			10	10	13	13	Balasore
				13	13			10	10	11	11	Chota Nagpur— Singhbhum
				18 8	17		24	12 8	12 8	12	12 12	Manbhum
32	33			14 8	14 8	20	21	8	8 8	11	11	Banchi
26	24			20 4	20 4	20 4	21 15	18 8	12 6	13 6	13 6	Palaman Hansribagh
				16	16	19	19 8	10 8	10 8	10 8	10 8	Bihar, south— Monghyr Gaya
				21 8	22 8	23	23 12	14 8	15	12 8	12 8	
				19 15	21	24 9	23	13 5	13	12 15	12 15	
		23	22 8	21	22	27	23	18	16	13	13	Patna
				21	22			13	16	13	13	Shahabad
				18	20			11	12	11	11	Bihar, north— Purnea
				20 4	20 4	20 12	20 12	15 4	13 4	12 8	12 8	Bhagalpur
27 8	26 8			23 2	23 2	23 2	22 2	17 10	17 10	13 4	13 4	Darbhanga
20	26			20	20	26	27	16	15	12 4	12 4	Muzaffarpur
22	20			20 8	20	26	24 12	14	17	13 5	13	Saran
25	25			23 8	25	29	30	15 8	15 8	12	12 8	Champaran
United Provinces:												
(a) Area—												
Eastern—												
		16	15	20	20	21	23	16	16	12	12	Mirzapur
		21 11	21 15	20 1	21 15		24 6	18 24	12 13	11 5	11 5	Banarès
		14 4	14 4	22 12	22 12			14 6	14 8	11 2	11 2	Ghazipur
				21	21			16	16	8 10	12 11	Jaypur
		21	21	22	22			13	14	12	12	Allahabad
22	22			26	26			16 8	16 8	12 8	12 8	Central— Banda Etahpur Hamirpur Jalaun Oenopore Jhansi Etawah Farrukhabad Mainpuri Meerut
				20	20			17	18	12	12	
				25 4	25 8			16	16	12	12	
				25 8	24 8			15	14	11	11	
		18	18	21 8	21 8			17	18	14	14	
				24 4	23					13	12 12	
24	24	15	12	19 8	23	20 8	21	15	16	12 12	13	
				19 1	19 12			15	15	13 10	13 10	
				19 4	20 4			16 8	16 8	12 8	12 8	
				20	20			14	14	13 8	13 8	
				21 12	21 12	29	29	14	15	13	13	Western— Meerut Agra Mathura Aligarh Bulandshahr
				21 12	22			13 10	14	14	14	
				21 8	21 8			16	16	14	14	
		14 8	14 8	20 8	20 8	27 8	27 8	14 8	13	13 4	13 4	
		18	16	21 8	21 8	28	26	14	15	13 4	13 4	
		11	20 12	23	22 8	25	25	16 4	15 4	14	11	Submontane, east— Ballia Azamgarh Gorakhpur Beni
		19 8	19 8	18 12	15 8			14 8	13 2	10 10	10 10	
		13 12	14 4	21 6	22 4	25 8	26 12	16	14 4	11 3	11 3	
24 8	24 8	13	16	20	20 4	27	27	13 8	14 4	11	11	

\* Kula.

† Kusked.

## RETAIL PRICES FOR THE SECOND HALF OF JULY 1904—continued (The figures

Districts	WHEAT		BARLEY		RICE				JAWAR OR OHOLUM ( <i>Andropogon serghei</i> )		BAJRA OR CHUMBU ( <i>Pennisetum typhoides</i> )	
	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Best sort	Common	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month
<b>United Provinces—continued</b>												
<b>(a) Agra—continued</b>												
<b>Submontane, west—</b>												
Shahjahanpur	17 13	18 —	30 8	30 —	8 8	8 8	11 —	10 10	17 —	18 —	18 —	19 —
Budaun	18 2	18 6	28 8	28 8	5 —	5 —	9 12	9 8	17 —	18 —	18 —	19 —
Pilibhit	17 12	18 4	26 —	26 12	5 —	5 —	11 —	11 —	26 —	26 —	26 —	26 —
Barahi	17 8	17 8	25 —	26 4	6 4	6 14	11 4	11 4	24 12	24 10	24 —	24 14
Moradabad	18 4	18 6	31 2	31 10	5 —	5 —	10 4	10 12	25 —	25 4	25 —	25 —
Bijnor	19 —	19 —	32 —	32 —	4 8	4 8	11 —	11 8	25 5	25 5	25 5	25 5
Muzaffarnagar	17 8	17 7	30 18	30 18	9 14	9 14	11 —	11 —	25 5	25 5	25 5	25 5
Beharapur	17 8	17 15	30 18	30 18	4 5	4 5	10 8	10 8	21 8	21 8	21 8	21 8
Dehra-Dun	16 —	16 —	26 —	26 —	5 —	5 —	9 —	9 —	20 —	20 —	21 —	21 —
<b>Hills—</b>												
Naini Tal	18 —	18 —	17 —	17 —	4 —	4 —	8 —	8 —	—	—	14 —	14 —
Almora	16 —	—	28 —	—	4 8	—	11 8	—	—	—	—	—
Garhwal	18 —	18 —	16 —	16 —	5 —	5 —	7 8	7 8	—	—	—	—
<b>(b) Oude—</b>												
<b>Southern—</b>												
Paritabgarh	17 —	17 —	24 —	24 —	9 —	9 —	12 —	12 —	—	—	—	—
Fatehpur	18 —	18 —	24 —	24 —	6 —	6 —	12 —	12 4	—	—	—	—
Rae-Bareilly	17 8	17 8	25 —	25 —	5 8	5 8	12 8	12 8	23 —	23 —	23 —	23 —
Unao	16 8	18 —	24 —	25 —	6 —	6 —	11 —	11 —	22 —	22 —	21 —	21 —
Lucknow	16 8	16 8	27 —	28 —	5 —	5 —	11 8	12 —	23 —	23 —	21 —	21 —
Hardoi	17 —	18 —	27 —	28 —	—	—	10 —	10 —	16 —	16 —	24 —	24 —
<b>Northern—</b>												
Fyzabad	17 —	16 12	25 —	26 —	—	—	10 —	10 —	18 —	18 —	—	—
Barabanki	18 12	18 12	24 —	24 —	8 —	8 —	10 —	10 —	—	—	—	—
Gonda	18 12	18 12	28 8	28 8	—	—	12 8	12 8	18 8	18 —	18 —	18 —
Bahraich	18 8	18 8	28 —	28 —	7 —	7 —	12 —	12 —	18 —	18 —	20 —	20 —
Sitapur	18 —	18 4	29 —	29 —	5 —	5 —	10 —	10 —	21 —	21 —	19 —	19 —
Kheri	18 8	18 8	33 4	32 —	5 —	5 —	11 —	11 —	24 —	24 —	22 —	22 —
<b>Rajputana—</b>												
<b>Eastern—</b>												
Paritabgarh	14 8	14 6	30 —	33 4	5 8	5 4	10 8	10 —	31 —	31 8	—	—
Banswara	21 —	21 —	36 —	36 —	6 —	6 —	11 —	11 —	—	—	—	—
Mewar (Udaipur)	16 8	16 6	25 15	25 —	7 1	7 —	7 14	7 13	28 —	28 12	14 15	14 18
Hilly Tracts (Dungarpur)	22 8	22 —	41 10	41 12	8 —	8 —	12 1	12 —	—	—	—	—
Birchi	16 12	16 12	28 —	28 —	6 —	6 —	7 8	7 8	30 —	30 —	18 —	18 —
Erinpura	16 —	16 —	27 —	27 —	6 —	6 —	8 —	8 —	20 —	20 —	19 —	19 —
Ajmer	16 —	16 —	21 —	21 —	—	—	8 8	8 2	—	—	—	—
Abu	18 12	18 12	19 5	19 7	6 5	6 5	6 8	6 8	17 13	17 13	17 13	17 13
Kishangarh	16 —	15 8	22 —	22 —	6 —	6 —	10 —	10 —	25 —	25 —	23 —	23 —
Bundi	23 7	24 4	43 5	40 7	7 8	8 1	10 6	10 4	38 1	38 —	—	—
Kota	17 —	17 10	28 —	28 —	8 —	8 —	10 —	10 —	27 4	27 —	18 —	18 —
Jhalawar	15 6	15 5	28 —	28 —	6 10	6 10	8 14	8 14	23 4	23 13	23 8	23 8
Tonk	18 7	18 4	25 5	25 7	4 13	4 13	6 —	6 —	32 19	32 4	30 8	31 4
Jaipur	16 6	17 —	22 12	22 5	5 13	5 12	6 15	6 15	26 6	26 6	22 4	22 4
Karsuli	17 13	17 13	23 12	23 12	10 —	10 —	11 14	11 14	28 12	28 12	25 —	25 —
Dholpur	18 8	17 14	25 15	25 —	8 —	8 —	9 —	9 —	24 6	24 14	26 2	26 4
Bharatpur	18 8	18 —	24 8	24 11	5 —	5 —	7 —	7 —	26 4	26 13	26 4	26 14
Alwar	15 7	15 9	21 13	21 7	8 —	8 —	8 7	8 7	22 4	22 8	21 8	21 8
Deoli	17 —	17 —	25 13	25 12	6 —	6 —	8 —	8 —	33 5	34 —	27 —	27 —
Asirabad	15 —	15 —	—	—	5 —	5 —	9 —	9 —	26 —	26 —	30 8	30 —
Balmer	14 8	14 6	—	—	6 —	6 —	8 8	8 8	18 9	19 —	18 1	18 1
Andra	14 12	14 12	—	—	—	—	—	—	—	—	—	—
Shahpura	16 8	16 8	25 —	25 —	8 8	8 8	8 8	8 8	—	—	18 —	18 —
Western—	15 4	15 8	25 —	25 —	8 —	8 —	9 —	9 —	36 —	36 —	25 —	25 —
Jodhpur	14 6	14 6	19 8	19 8	6 4	6 4	7 8	7 8	19 2	20 —	16 8	16 8
Jaisalmer	15 1	14 15	—	—	6 8	6 12	8 5	8 5	17 8	17 7	15 10	15 12
Bikaner	13 8	13 2	22 —	22 —	8 4	8 4	7 —	7 —	—	—	15 8	15 —
<b>Central India—</b>												
Indore	13 12	13 —	22 —	22 —	7 —	7 —	8 —	8 —	20 —	20 —	18 —	18 —
Bhopal	14 13	14 8	—	—	8 —	8 —	8 6	8 8	18 —	18 —	17 —	17 —
Gwalior	13 10	13 14	25 6	25 7	7 —	7 2	8 9	8 11	24 1	24 2	24 1	25 11
<b>Punjab—</b>												
<b>Southern—</b>												
Ludhiana	16 8	17 8	27 —	28 —	—	—	12 —	12 —	26 —	26 —	21 —	21 3
Amritsar	18 —	19 —	30 —	30 —	—	—	9 —	9 —	23 —	23 —	25 —	25 —
<b>Central—</b>												
Lahore	17 8	18 —	28 8	29 8	—	—	9 8	9 8	27 8	29 8	26 8	28 8
Rawalpindi	18 12	19 4	32 8	33 8	—	—	10 8	10 8	19 8	19 8	27 8	28 8
Gujrat	19 8	19 —	30 —	30 —	—	—	11 8	11 8	22 —	22 —	20 —	24 —
Islamabad	19 —	20 —	29 —	29 —	—	—	10 —	10 —	20 —	20 —	25 —	25 —

state the number of sars (of 80 tolas) and chittas sold for one rupee)

MARWA OR BAGI (Eleusine coracana)		KANKUNI OR BAKUN, ITALIAN MILLET (Setaria italica)		GRAM, CHENNA, OHOLA, KADALAY, OR SUNAGA (Oleria aristata)		MATEE (Zea Mays)		ARHAR OR THUR, CADJAN PEA (Cajanus indicus)		SALT		Districts
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	12	12	19 4	12	25	25	14	14	11	11	United Provinces - continued (a) Agra - continued Submontane, west-
...	...	16 9	16 9	20 4	20 4	26	26	15 8	15 8	12	12	Shahjahanpur
...	...	18 10	18 10	21 2	21 2	30 10	30 10	16 4	16 4	13 2	13 2	Budaun
...	...	22 9	22 9	23 8	23 8	27 6	27 6	13 8	13 8	13	13	Pilibhit
...	...	22	22	23 3	23 3	29 9	29 9	8 13	8 13	12 11	12 11	Baroli
...	...	...	...	20 8	20 8	24	24	...	...	12	12	Moradabad
...	...	...	...	14 8	14 8	17	17	10	10	8	8	Bijnor
...	...	...	...	13	13	...	...	11	11	9 8	9 8	Musaunagar
...	...	...	...	10	10	...	...	7 8	7 8	8	8	Saharanpur
...	...	...	...	...	...	...	...	...	...	...	...	Dehra-Dooz
...	...	...	...	22	21	...	...	16	16	12	12	Hills - Naini Tal
...	...	...	...	23	23	...	...	15	15	12	12	Almora
...	...	...	...	20	20	21	21	15	15	12	12	Gairwal
...	...	...	...	18 8	18 8	25	25	17	17	11	11	(b) OUDH - Southern -
...	...	...	...	20	20	25	25	17	17	11	11	Partabgarh
...	...	...	...	20	20	25	25	17	17	11	11	Sultanpur
...	...	...	...	20	20	25	25	17	17	11	11	Bae-Baroli
...	...	...	...	20	20	25	25	17	17	11	11	Unao
...	...	...	...	20	20	25	25	17	17	11	11	Lucknow
...	...	...	...	20	20	25	25	17	17	11	11	Hardoi
...	...	...	...	21 12	21 12	...	...	15	15	12 8	12 8	Northern -
...	...	...	...	19	19	...	...	14 4	14 4	13	13	Fyzabad
...	...	...	...	21 8	21 8	24 8	24 8	14	14	13 8	13 8	Barabanki
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Gonda
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Bahraich
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Sitapur
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Kheri
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Rajputana - Eastern -
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Partabgarh
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Banswara
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Mewar (Udaipur)
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Hilly Tracts of Mewar (Dangarpur)
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Sirohi
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Erinapara
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Ajmer
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Abu
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Kishangarh
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Bundi
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Kotah
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Jhalawar
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Tonk
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Jaipur
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Karanti
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Dholpur
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Bharatpur
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Alwar
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Deoli
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Nasirabad
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Balmer
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Andhra
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Shahpura
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Western - Jodhpur
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Jaisalmer
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Bikaner
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Central India - Indore
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Nunach
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Gwalior
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Panjab - Southern - Hisar
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Ferozpur
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Central - Lahore
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Gujranwala
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Gujrat
...	...	...	...	22	22	23	23	17	17	12 8	12 8	Jhalam

## RETAIL PRICES FOR THE SECOND HALF OF JULY 1904—continued (The figures

Districts	WHEAT		BARLEY		RICE				JAWAR OR OHOLUM ( <i>Andropogon sorghum</i> )		BAJRA OR CUMBU ( <i>Pennisetum typhoides</i> )	
					Best sort		Common					
	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month
<b>Panjab—continued</b>												
South-eastern—												
Gurgaon . . . . .	15 4	15 12	22 4	21 4	...	...	8 —	8 —	23 8	24 8	21 8	23 —
Dahli . . . . .	15 8	16 —	24 —	25 —	...	...	9 —	9 —	26 —	27 —	20 —	22 —
Rohtak . . . . .	16 —	17 8	25 —	26 —	...	...	10 —	10 —	25 —	27 —	21 —	23 —
Karnal . . . . .	18 —	18 8	28 —	29 —	...	...	9 —	9 —	30 —	30 —	18 —	20 —
Submerged—												
Ambala . . . . .	10 15	20 6	24 —	24 —	...	...	11 12	11 12	29 —	29 —	24 8	21 8
Ludhiana . . . . .	10 —	20 8	24 —	25 —	...	...	10 —	10 8	32 —	32 —	20 —	20 —
Jalandhar . . . . .	20 —	20 4	28 —	29 —	...	...	10 —	10 —	31 —	30 —	...	...
Hoshiarpur . . . . .	19 8	21 —	26 —	26 —	...	...	10 —	10 —	29 —	28 —	21 —	22 —
Gurdaspur . . . . .	19 8	20 8	32 —	33 —	...	...	10 —	10 —	29 —	29 —	27 —	27 —
Amritsar . . . . .	19 —	19 —	27 —	27 —	...	...	10 —	10 —	30 —	29 —	27 —	27 —
Shikot . . . . .	18 4	18 8	32 —	33 —	...	...	13 —	13 8	25 —	21 8	29 —	23 8
<b>Hills—</b>												
Simla . . . . .	18 11	18 8	17 8	17 18	...	...	8 —	8 —	17 —	17 —	15 —	15 —
Mangra . . . . .	21 —	21 —	30 —	27 —	...	...	12 —	12 —	...	...	...	...
<b>Northern—</b>												
Rawalpindi . . . . .	10 8	17 —	30 —	30 —	...	...	8 —	8 —	27 —	25 —	25 —	25 —
<b>Western—</b>												
Shahpur . . . . .	20 8	21 8	32 —	34 —	...	...	8 8	8 8	26 —	21 —	26 —	24 —
Jhang . . . . .	18 —	19 —	26 —	26 —	...	...	10 —	10 —	32 —	30 —	21 —	21 —
Multan . . . . .	16 12	16 12	27 —	28 8	...	...	14 —	13 8	26 —	26 —	22 —	22 —
Montgomery . . . . .	17 14	19 —	...	...	...	...	9 —	9 —	...	...	...	...
Muzaffargarh . . . . .	17 —	17 8	25 —	25 —	...	...	13 —	13 —	21 —	23 —	20 —	21 —
Dera Ghazi Khan . . . . .	10 14	16 9	28 2	28 2	...	...	13 12	13 12	26 4	26 8	27 8	27 8
<b>N. W. Frontier Province—</b>												
Hasara . . . . .	15 8	15 8	23 —	22 8	5 —	5 —	8 14	8 14	21 6	21 6	16 —	16 —
Peshawar . . . . .	19 —	19 —	34 —	34 —	6 8	6 8	9 12	9 12	27 —	27 —	22 —	22 —
Kohat . . . . .	18 13	19 3	20 14	20 15	5 14	5 14	10 13	10 13	31 4	33 12	21 4	22 8
Bannu . . . . .	23 5	23 7	37 8	36 5	16 4	16 4	17 8	17 8	40 6	40 13	32 8	32 8
Dera Ismail Khan . . . . .	18 10	20 3	27 15	32 —	8 4	5 4	8 2	8 3	40 6	40 13	32 11	36 7
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	12 8	13 8	...	...	9 —	9 —	11 —	11 —	20 —	20 —	16 —	18 —
Hyderabad . . . . .	13 —	13 —	...	...	8 —	8 —	9 —	9 —	19 —	20 —	19 —	20 —
Thar and Parkar (Umarkot) . . . . .	14 8	14 8	...	...	11 —	11 —	12 —	12 —	...	...	18 —	18 —
Shikarpur . . . . .	16 —	16 —	...	...	10 —	10 —	14 —	14 —	26 —	26 —	23 —	23 —
Upper Sind Frontier . . . . .	14 —	14 —	...	...	9 —	9 —	10 —	10 —	25 —	25 —	27 —	27 —
Quetta . . . . .	12 6	13 —	17 12	18 4	4 —	4 —	8 —	8 —	23 —	23 —	19 —	19 —
<b>Bombay—</b>												
Kancon—												
Karwar . . . . .	10 12	10 12	...	...	10 2	10 2	11 2	11 2	...	...	14 9	14 9
Batnagiri . . . . .	9 7	9 7	...	...	8 —	8 —	10 11	10 11	...	...	14 13	14 13
Alibag . . . . .	9 4	9 4	...	...	9 7	9 7	10 5	9 14	...	...	13 4	13 4
Bombay . . . . .	8 7	8 7	...	...	6 6	6 6	8 7	8 7	13 8	13 8	12 4	12 4
Tanna . . . . .	10 15	10 15	...	...	9 4	9 4	10 8	10 8	18 11	18 11	16 3	16 3
<b>Deccan and Karnatak—</b>												
Dharwar . . . . .	14 4	15 6	...	...	12 7	12 7	13 8	13 8	23 9	23 9	21 5	23 1
Belgaum . . . . .	13 11	13 8	...	...	11 9	11 9	12 10	12 10	21 13	20 12	20 8	20 8
Satara . . . . .	14 8	14 8	...	...	8 2	8 2	10 2	10 2	18 6	18 6	16 10	17 5
Sholapur . . . . .	13 15	13 15	...	...	10 8	10 8	11 5	11 11	21 2	23 4	22 5	22 5
Pune . . . . .	15 8	15 —	...	...	11 6	11 8	12 3	12 3	25 3	25 9	23 7	23 1
Poona . . . . .	11 14	11 14	...	...	7 8	7 8	8 12	8 12	15 6	15 6	16 7	16 7
<b>Khandesh and N.E. Deccan—</b>												
Ahmadnagar . . . . .	14 8	14 8	...	...	8 14	8 14	9 15	9 15	23 3	23 6	20 8	20 8
Nasik . . . . .	14 11	14 —	...	...	8 12	8 12	10 8	10 8	...	...	16 13	16 13
Dhulia . . . . .	12 7	12 7	...	...	7 6	7 6	9 6	9 6	18 13	20 9	18 2	19 15
<b>Gujarat—</b>												
Surat . . . . .	13 8	12 8	...	...	8 5	8 5	9 4	9 4	10 8	16 3	14 13	16 3
Broach . . . . .	14 —	14 —	...	...	6 8	6 8	10 —	10 —	17 8	17 8	15 —	15 —
Karr . . . . .	15 —	15 —	...	...	7 —	7 —	9 8	9 8	17 8	17 8	17 —	17 —
Haroda . . . . .	12 8	12 8	...	...	9 —	9 —	10 —	10 —	17 —	17 —	14 —	14 —
Ahmadabad . . . . .	16 —	16 8	...	...	7 —	7 —	11 —	11 —	20 —	21 —	16 —	16 —
Godhra . . . . .	12 —	12 —	...	...	9 8	9 8	10 8	10 8	...	...	17 —	17 —
Dura . . . . .	15 6	16 12	...	...	8 —	8 —	9 —	9 4	23 —	26 3	19 —	20 —
<b>Kathiawar—</b>												
Rajkot . . . . .	18 —	15 8	...	...	7 —	7 —	9 —	9 —	22 8	20 8	17 —	18 8
<b>Central Provinces—</b>												
Eastern—												
Nimar . . . . .	14 —	14 8	...	...	5 13	5 13	10 3	10 4	21 —	23 14	...	...
Amargh Cantonment . . . . .	12 —	12 —	...	...	7 —	7 —	9 —	9 —	18 —	15 —	18 —	15 —
Bomnagar . . . . .	16 —	16 6	...	...	6 4	6 4	9 6	9 6	10 —	...	...	...
Betal . . . . .	16 3	16 3	...	...	...	...	9 10	9 10	21 12	21 12	...	...
Chandwara . . . . .	17 9	17 9	...	...	8 15	8 15	13 6	13 6	23 13	23 13	...	...
Nagpur . . . . .	15 —	16 4	...	...	10 —	11 4	13 12	13 12	17 4	17 4	...	...
Waruna . . . . .	13 12	14 2	...	...	5 —	6 10	8 1	10 —	17 13	20 —	...	...

state the number of sers (of 80 tolas) and chittacks sold for one rupee)

MAHAR OR RAOI (Eleusine coracoma)		KANKUNI OR KANKUN, ITALMAN MULIST (Setaria italica)		GRAM, CHENNA, KADALAY, OR KUNAGA (Cicer aristinum)		MAIZE (Zea Mays)		ARHAR OR TURU, OAJAN FSA (Cajanus indicus)		SALT		Districts
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
				21 4	22 12	23 -	24 -	12 -	12 -	13 -	13 -	<b>Panjab—continued</b> <i>South-eastern—</i> Gurgaon Delhi Rohtak Karnal
		12 -	12 -	22 -	23 8	23 -	24 -	12 3	12 4	13 -	13 -	
		10 -	10 -	22 -	24 -	23 -	24 -	12 -	12 -	13 8	13 8	
31 -	32 -	20 -	20 -	23 -	24 8	25 -	25 -	14 -	14 -	13 -	13 8	
				26 7	26 4	31 -	31 -	11 12	11 12	15 4	15 -	<i>Submontane—</i> Ambala Ludhiana Jalandhar Hoshiarpur Gurdaspur Amritsar Sialkot
		21 -	21 -	27 6	28 -	36 -	36 -	10 -	9 -	15 -	15 -	
		18 -	18 -	27 6	28 8	33 -	34 -	10 -	9 -	15 -	15 -	
		12 -	12 -	28 8	28 8	32 -	32 -	6 -	6 -	13 -	14 8	
				29 -	30 -	29 -	30 -	10 -	10 -	15 -	15 -	<i>Hills—</i> Simla Kangra
		23 -	23 -	30 -	31 -	29 -	30 -	10 -	10 -	15 -	15 -	
				30 -	31 -	30 -	31 -	10 -	10 -	15 -	16 -	
				31 -	32 -	30 -	31 -	10 -	10 -	15 -	16 -	
22 -	22 -	12 -	12 -	16 1	16 15	17 6	18 12	8 -	8 -	10 12	10 7	<i>Northern—</i> Rawalpindi
				21 -	22 -	25 -	25 -	10 -	10 -	11 -	11 -	
		16 -	16 -	25 10	26 -	25 -	25 -	12 -	11 8	16 -	16 -	
				30 -	31 -	33 -	34 -	8 -	8 -	14 -	14 -	
32 -	32 -	18 -	18 -	24 -	25 -	31 -	32 -	13 -	12 -	14 -	13 -	<i>Western—</i> Shahpur Jhang Multan Montgomery Muzaffargarh Dera Ghazi Khan
		18 -	18 -	25 4	26 4	32 -	33 -	13 -	12 -	15 -	15 -	
		20 -	20 -	27 8	28 -	33 -	34 -	13 -	12 -	15 -	15 -	
				27 8	28 -	33 -	34 -	13 -	12 -	15 -	15 -	
				28 -	29 -	34 -	35 -	13 -	12 -	15 -	15 -	<b>N.-W. Frontier Province</b> Hafiz Peshawar Kohat Bannu Dera Ismail Khan
				29 -	30 -	35 -	36 -	13 -	12 -	15 -	15 -	
		12 -	12 -	30 4	31 4	36 -	37 -	13 -	12 -	15 -	15 -	
		17 -	17 -	31 14	32 3	37 4	38 4	11 4	11 4	14 14	14 14	
				32 14	33 8	38 10	39 5	12 -	12 5	14 13	15 -	<b>Sind and Beluchistan—</b> Karachi Hyderabad Thar and Parkar (Umarkot) Shikarpur Upper Sind Frontier
				33 14	34 8	39 10	40 5	12 -	12 5	14 13	15 -	
				34 14	35 8	40 10	41 5	12 -	12 5	14 13	15 -	
				35 14	36 8	41 10	42 5	12 -	12 5	14 13	15 -	
		6 -	6 -	16 14	17 -	18 -	19 -	9 -	9 -	11 -	11 -	<b>Bombay—</b> Konkan— Karwar Ratnagiri Alibag Bombay Tanna
19 15	19 15			18 8	19 8	20 -	21 -	10 -	10 -	12 9	12 10	
14 2	14 2			19 6	20 6	21 -	22 -	10 7	10 7	13 -	13 -	
9 -	9 -			20 10	21 10	22 -	23 -	10 12	10 12	13 11	13 11	
15 8	15 8			21 12	22 12	23 -	24 -	10 5	10 5	14 -	14 -	<b>Deccan and Kanadiah—</b> Dharwar Belgaum Satara Sholapur Bijapur Poona
				22 14	23 14	24 -	25 -	10 -	10 -	14 -	14 -	
				23 11	24 11	25 -	26 -	10 11	10 11	14 13	14 13	
25 -	25 -			24 15	25 15	26 -	27 -	10 10	10 10	14 12	14 12	
				25 4	26 4	27 -	28 -	10 10	10 10	14 12	14 12	<b>Khandesh and N.-E. Deccan—</b> Ahmednagar Nasik Dhule
				26 10	27 10	28 -	29 -	10 10	10 10	14 12	14 12	
				27 10	28 10	29 -	30 -	10 10	10 10	14 12	14 12	
				28 10	29 10	30 -	31 -	10 10	10 10	14 12	14 12	
				29 10	30 10	31 -	32 -	10 10	10 10	14 12	14 12	<b>Gujarat—</b> Surat Broach Kaira Baroda Ahmedabad Godhra Diu
				30 10	31 10	32 -	33 -	10 10	10 10	14 12	14 12	
				31 10	32 10	33 -	34 -	10 10	10 10	14 12	14 12	
				32 10	33 10	34 -	35 -	10 10	10 10	14 12	14 12	
10 8	10 8			33 10	34 10	35 -	36 -	10 10	10 10	14 12	14 12	<b>Kathmandu—</b> Kathmandu
16	16			34 10	35 10	36 -	37 -	10 10	10 10	14 12	14 12	
20 -	20 -			35 10	36 10	37 -	38 -	10 10	10 10	14 12	14 12	
				36 10	37 10	38 -	39 -	10 10	10 10	14 12	14 12	
				37 10	38 10	39 -	40 -	10 10	10 10	14 12	14 12	<b>Central Provinces—</b> <i>Western—</i> Nimar Asirgarh Cantonment Hoshangabad Betul Ghoshpura Nagpur Wardha
				38 10	39 10	40 -	41 -	10 10	10 10	14 12	14 12	
				39 10	40 10	41 -	42 -	10 10	10 10	14 12	14 12	
				40 10	41 10	42 -	43 -	10 10	10 10	14 12	14 12	

## RETAIL PRICES FOR THE SECOND HALF OF JULY 1904—continued (The figures

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BARNY OR COMBU (Pennisetum typhoides)	
					Best sort		Common					
	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month	Half-month of report	Pre-vious half-month
<b>Central Provinces—continued</b>												
<i>Central—</i>												
Narsinghpur . . . . .	15 8	16 —	...	...	8 —	8 —	11 8	11 5	...	...	...	...
Raigarh . . . . .	16 —	16 —	...	...	9 14	9 14	10 11	11 5	21 6	21 6	...	...
Damoh . . . . .	15 12	16 —	...	...	9 —	9 —	13 —	13 8	...	...	...	...
Jubbulpore . . . . .	23 8	23 —	...	...	10 4	10 4	14 —	15 —	26 —	24 —	...	...
Mandla . . . . .	16 —	17 —	...	...	8 —	8 —	16 4	17 6	...	...	...	...
Saoni . . . . .	15 —	16 4	...	...	8 12	8 12	12 8	14 —	...	...	...	...
Balaghat . . . . .	15 —	16 —	...	...	11 —	10 2	12 2	11 —	20 15	23 —	...	...
Bhandara . . . . .	18 —	18 —	...	...								
Chanda . . . . .												
<i>Eastern—</i>												
Bilaspur . . . . .	16 —	18 8	...	...	6 —	6 —	13 5	16 5	...	...	...	...
Raipur . . . . .	17 —	19 —	...	...	10 —	10 —	17 —	17 —	...	...	...	...
Rambalpur . . . . .	18 —	16 —	...	...	14 —	12 —	18 —	18 —	...	...	...	...
<b>Berar—</b>												
Buldah . . . . .	12 —	12 —	...	...	6 —	6 —	8 —	8 —	19 —	19 —	...	...
Basim . . . . .	14 4	14 7	...	...	7 —	7 —	10 2	9 3	16 10	18 —	...	...
Akola . . . . .	11 10	11 10	...	...	5 11	5 11	8 —	8 —	17 11	18 8	...	...
Killeshpur . . . . .	10 —	10 8	...	...	6 —	6 —	8 —	8 —	14 —	15 —	...	...
Amrathi . . . . .	18 11	18 —	...	...	7 6	7 —	9 —	10 8	17 —	19 —	...	...
Wani . . . . .	18 —	18 —	...	...	7 —	6 4	8 —	10 8	22 —	25 —	...	...
<b>Nizam's Territories—</b>												
Secunderabad . . . . .	11 9	12 3	13 12	14 2	5 12	5 12	13 12	13 12	20 11	20 14	22 —	21 3
Bolarum . . . . .	11 9	11 9	...	...	6 6	6 6	11 5	11 5	25 4	25 8	...	...
Chadarghat . . . . .	11 9	11 9	...	...	4 10	4 10	8 4	9 4	20 13	20 13	27 12	27 12
<b>Madras—</b>												
<i>Malabar Coast—</i>												
Malabar . . . . .	...	...	...	...	...	...	12 —	12 3	...	...	...	...
S. Canara . . . . .	...	...	...	...	...	...	12 2	12 2	...	...	...	...
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	11 10	11 10	24 5	24 5	24 11	24 11
Nilgiris . . . . .	...	...	...	...	...	...	9 14	8 14	...	...	...	...
Salem . . . . .	...	...	...	...	...	...	13 10	13 10	26 11	26 3	22 5	21 14
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	10 13	10 13	27 —	28 10	...	...
Anantapur . . . . .	...	...	...	...	...	...	13 3	13 3	28 10	28 10	28 5	27 10
Cuddapah . . . . .	...	...	...	...	...	...	12 8	12 8	25 11	25 —	...	...
Karur . . . . .	...	...	...	...	...	...						
<i>East Coast, north—</i>												
Ganjam . . . . .	...	...	...	...	...	...	13 10	13 10	...	...	...	...
Vizagapatnam . . . . .	...	...	...	...	...	...	13 5	12 5	...	...	...	...
Gudavari . . . . .	...	...	...	...	...	...	12 8	12 6	26 8	26 8	...	...
<i>East Coast, central—</i>												
Krishna . . . . .	...	...	...	...	...	...	12 6	13 3	18 11	17 2	...	...
Nellore . . . . .	...	...	...	...	...	...	17 10	17 10	21 13	21 13	20 —	20 —
<i>East Coast, south—</i>												
Madras . . . . .	...	...	...	...	...	...	10 11	10 11	...	...	...	...
Chingleput . . . . .	...	...	...	...	...	...	12 6	12 6	...	...	...	...
N. Arcot . . . . .	...	...	...	...	...	...	14 —	14 14	...	...	20 10	20 10
S. Arcot . . . . .	...	...	...	...	...	...	12 6	12 6	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	13 3	13 3	...	...	20 8	19 14
Trichinopoly . . . . .	...	...	...	...	...	...	13 13	12 8	28 10	28 5	24 —	23 5
<i>Southern—</i>												
Tinnevely . . . . .	...	...	...	...	...	...	12 6	12 6	21 8	20 6	...	...
Mamur . . . . .	...	...	...	...	...	...	13 3	13 3	20 6	20 6	18 6	18 6
<b>Mysore—</b>												
Mysore . . . . .	14 8	14 8	...	...	10 2	10 2	13 8	16 8	40 8	40 8	...	...
Bangalore . . . . .	11 12	11 12	...	...	9 2	9 12	11 8	11 8	...	...	...	...
Bidar . . . . .	10 —	10 —	10 —	10 —	10 —	10 —	11 —	11 —	30 —	28 —	40 —	40 —
Tumkur . . . . .	10 —	10 —	10 —	10 —	11 —	11 —	12 8	12 8	...	...	...	...
Hassan . . . . .	13 —	14 —	12 —	14 —	11 —	11 —	12 —	12 —	30 —	30 —	...	...
Kadur . . . . .	10 —	10 —	10 —	10 —	9 —	9 —	11 —	11 —	...	...	...	...
Bhadrachalam . . . . .	13 10	13 10	14 11	14 11	10 8	10 8	14 11	13 10	...	...	26 —	26 —
Chitaldrug . . . . .	18 —	18 —	12 —	12 —	12 —	12 —	14 —	14 —	30 —	30 —	...	...
<b>Coorg—</b>												
Coorg . . . . .	9 3	7 —	8 —	7 —	9 —	9 —	12 8	11 13	...	...	11 3	11 3
<b>Aden</b>	8 —	8 —	...	...	8 9	8 9	7 7	7 7	12 7	12 7	...	...

state the number of sars (of 80 talas) and chitta sars sold for one rupee)

MARWA OR RAGI ( <i>Eleusine coracana</i> )		KANGRI OR KAKRI, ITALIAN MILLET ( <i>Setaria italica</i> )		GRAM, CHENNA, CEOLA, KADALAY, OR SUNAGA ( <i>Oler aristatum</i> )		MAISE ( <i>Sea Mays</i> )		ABHAB OR THUB, GADJAN PEA ( <i>Oryza indica</i> )		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
				24 —	24 —			15 6	15 —	10 11	10 11	Central Provinces—continued
				22 10	23 10			12 18	12 18	13 18	13 18	Central—
				24 —	27 6			9 2	10 10	10 —	10 10	Narsinghpur
				23 —	23 —			15 —	15 —	11 4	11 8	Saugor
				25 —	25 —			14 —	12 —	10 8	10 —	Damoh
				21 —	23 —			10 —	10 —	11 —	10 —	Jubbulpore
				16 —	18 —			18 12	13 12	9 8	9 8	Mandla
				18 —	18 —			11 4	11 4	11 —	11 —	Seoni
				14 1	15 —			11 4	11 4	9 8	9 8	Balaghat
												Bhandara
												Chanda
				21 8	21 6			16 —	16 —	10 11	10 10	Eastern—
				23 —	23 —			17 —	17 —	11 —	11 —	Bilaspur
				17 —	17 —			11 —	11 —	11 8	11 8	Raipur
												Sambalpur
				18 8	22 —			11 —	11 —	11 —	13 —	Berar—
				18 —	18 —			18 14	13 14	11 1	11 —	Buldana
				16 8	17 —			11 1	11 10	10 8	11 8	Bhim
				14 —	15 —			10 —	11 —	11 —	11 —	Akola
				16 —	16 —			13 —	13 —	13 —	13 —	Ellorhpur
				14 —	16 —			13 —	13 —	11 —	11 —	Amraoti
												Wani
34 8	33 11			20 8	19 10			21 15	23 12	9 12	9 13	Nizam's Territories—
				19 4	18 12					10 8	10 8	Secunderabad
				19 10 1	19 10 1			12 11 1	12 11 1	9 8 1	9 8 1	Bolarum
												Chadarghat
										11 8	11 6	Madras—
										15 8	12 10	Malabar Coast—
												Malabar
												S. Canara
26 10	26 10									12 2	11 —	South, central—
27 8	26 10									9 —	9 —	Coimbatore
										11 6	11 6	Nilgiris
												Salom
										11 6	12 3	Central—
	27 8										15 —	Bellary
28 10	25 8									13 3	12 8	Anantapur
										11 8	11 8	Guddappah
												Karnal
29 14	28 8									14 5	14 13	East Coast, north—
24 13	26 13									14 13	14 13	Ganjam
25 8	25 3									15 6	15 6	Visakhapatnam
												Godavari
23 6	20 14									15 13	15 13	East Coast, central—
24 13	24 13									15 14	15 14	Kistna
												Nellore
21 11	21 13									15 5	15 6	East Coast, south—
21 5	21 5									15 14	15 14	Madras
25 11	25 11									13 8	13 8	Chingleput
22 3	22 8									14 —	14 —	N. Arcot
												S. Arcot
23 11	23 11									14 6	14 6	Tanjore
26 10	26 10									13 8	13 8	Trichinopoly
												Southern—
20 11	20 11									16 5	16 —	Tinnevely
25 8	25 8									14 8	14 —	Madras
												Mysore—
29 6	29 6			12 9	12 9			6 12	6 12	11 8	11 8	Mysore
34 —	34 —			11 8	12 1			8 8	8 8	12 10	12 10	Bangalore
40 —	40 —			10 —	10 —			8 —	8 —	11 —	11 —	Kolar
40 —	40 —	95 —	85 —	11 —	11 —			8 8	8 8	11 8	11 8	Tumkur
36 8	40 —			12 —	12 —			8 —	8 —	11 —	10 —	Hassan
35 —	35 —			13 —	13 —			8 —	8 —	10 —	10 —	Kudur
42 —	42 —			14 11	14 11			9 7	9 7	12 10	12 10	Shimoga
34 —	32 —	82 —	38 —	14 —	14 —			8 —	9 —	10 —	10 —	Chitaldrug
												Goorg—
	27 8			20 —	20 —			7 8	7 8	11 —	11 —	Goorg
				11 8	11 8			9 8	9 8	32 —	32 —	Aden

J. A. ROBERTSON

Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

C 2

Calcutta, August 26, 1904.



GOVERNMENT OF INDIA  
DEPARTMENT OF REVENUE AND AGRICULTURE

IMPORTS OF COTTON, WHEAT, LINSEED, INDIGO, JUTE, TEA, AND RICE

QUANTITY (in hundredweight) of COTTON imported by rail and river and by sea into CALCUTTA, the City of BOMBAY, and KARACHI, in June 1904, and from 1st January to 30th June 1904, and in corresponding periods of 1902 and 1903

Whence exported	Calcutta			City of Bombay			Karachi			TOTAL		
	1902	1903	1904	1902	1903	1904	1902	1903	1904	1902	1903	1904
Imports in June												
<i>By Rail and River—</i>												
Assam	757	333	647	...	...	...	...	...	...	737	333	...
Bengal	16,797	8,707	10,850	...	...	...	...	...	...	16,797	8,707	...
U. P. of Agra & Oudh	18,455	10,195	1,477	13,978	8,993	26	154	...	356	13,978	18,455	...
Panjab	5,871	2,758	615	10,607	2,198	821	2,860	6,731	1,758	19,328	11,687	...
Sind	...	...	...	...	...	...	43,029	30,144	5,217	43,029	30,144	...
Raj. & C. India	7,574	5,377	272	32,674	63,323	21,445	237	9,973	601	40,483	73,373	...
Bombay	...	...	...	128,353	278,673	397,080	...	...	...	128,353	278,673	...
Cent. Provs.	3,515	...	...	15,510	54,034	12,960	...	...	...	17,025	54,004	...
Berar	...	...	...	19,122	51,305	23,430	...	...	...	19,122	51,305	...
Nizam's Territory	...	...	...	35,879	51,046	21,427	...	...	...	35,879	51,046	...
Madras	16	...	...	19,325	2,902	2,782	...	...	...	19,341	2,902	...
Mysore	...	...	...	1,408	1,496	...	...	...	...	1,408	1,496	...
TOTAL	51,963	27,570	12,262	277,849	513,330	380,877	46,280	55,848	10,432	377,092	596,748	404,321
<i>By Sea—</i>												
Bengal	1,373	5,096	2,313	...	371	...	...	...	...	1,373	5,467	...
Bombay	...	...	430	...	586	...	...	23	...	...	579	...
Sind	...	...	...	10,562	2,898	4,903	...	...	...	10,562	2,898	...
Madras	3,225	...	2,135	820	1,153	4,403	...	...	...	4,045	1,154	...
Burma	8,061	554	2,019	...	2,310	...	...	...	...	8,601	2,370	...
Non-Br. Ports in India	...	...	...	45,687	181,668	156,857	...	1	...	45,687	181,669	...
Foreign countries	1	157	6	5,791	721	454	...	...	...	5,792	878	...
TOTAL	13,260	5,807	7,503	62,860	189,684	166,617	...	24	...	76,120	195,515	374,021
TOTAL IMPORTS	66,223	33,377	20,765	340,709	703,014	547,494	46,280	55,872	10,432	453,212	792,263	518,342
Imports to end of June												
<i>By Rail and River—</i>												
Assam	17,037	4,304	23,648	...	...	...	...	...	...	17,037	4,304	...
Bengal	60,818	40,073	62,401	...	...	...	...	...	...	60,818	40,073	...
U. P. of Agra & Oudh	263,169	175,012	117,102	680,011	420,071	85,669	161	6	1,116	943,941	595,089	...
Panjab	33,393	27,555	32,958	216,119	177,407	108,866	342,303	428,776	445,289	422,017	633,733	...
Sind	...	...	...	...	...	...	298,543	303,743	240,720	298,543	303,743	...
Raj. & C. India	27,218	32,682	19,020	360,347	500,012	260,292	2,609	26,876	27,561	390,154	308,570	...
Bombay	...	...	5	1,203,719	2,187,425	2,311,289	...	...	...	1,203,719	2,187,425	...
Cent. Provs.	15,963	1	1	543,095	908,723	649,065	...	...	...	559,028	908,724	...
Berar	...	...	...	1,308,443	1,590,487	1,263,060	...	...	...	1,308,443	1,590,487	...
Nizam's Territory	...	...	...	283,495	328,746	167,809	...	...	...	283,495	328,746	...
Madras	16	...	1	45,723	20,261	11,289	...	...	...	45,723	20,261	...
Mysore	...	...	...	2,003	1,563	101	...	...	...	2,003	1,563	...
TOTAL	417,784	279,627	250,136	5,243,535	6,244,275	4,858,040	543,618	761,401	714,679	6,204,937	7,285,303	5,280,341
<i>By Sea—</i>												
Bengal	9,585	43,361	57,008	...	1,105	21	...	...	...	9,585	44,466	...
Bombay	2,266	1,271	8,367	3,627	7,617	17,624	4	253	348	5,417	9,141	...
Sind	...	...	...	162,682	154,147	96,779	...	...	...	162,682	134,147	...
Madras	4,206	2,332	3,158	2,382	2,272	13,869	...	...	...	6,578	4,651	...
Burma	14,821	11,710	28,081	...	6,600	895	...	...	...	14,821	18,370	...
Non-Br. Ports in India	...	...	...	386,503	730,011	950,327	...	1	...	386,508	730,012	...
Foreign countries	375	376	523	50,002	15,390	9,912	...	76	121	50,377	16,042	...
TOTAL	30,863	58,950	99,187	605,201	918,008	1,089,427	4	330	469	636,068	977,235	1,100,341
TOTAL IMPORTS	448,647	338,577	349,323	5,848,736	7,162,283	5,947,467	543,622	761,731	715,148	6,841,005	8,262,538	7,440,682

QUANTITY (in hundredweight) of WHEAT imported by rail and river and by sea into CALCUTTA, the City of BOMBAY, and KARACHI, in June 1904, and from 1st January to 30th June 1904, and in the corresponding periods of 1902 and 1903

Whence exported	Calcutta			City of Bombay			Karachi			TOTAL		
	1902	1903	1904	1902	1903	1904	1902	1903	1904	1902	1903	1904
<b>Imports in June</b>												
<i>Rail and River—</i>												
Assam	...	...	179	...	...	...	...	...	...	...	...	179
Bengal	110,536	50,570	168,625	97	135	1	...	...	...	110,333	59,705	168,626
P. of Agra & Oudh	319,946	684,043	1,026,170	31,700	51,202	126,004	7,144	64,230	273,531	359,390	804,105	1,425,805
Punjab	2,980	...	...	42,875	22,577	45,317	1,672,102	2,447,735	2,786,249	1,718,257	2,530,332	2,831,506
Sind	...	...	...	...	...	...	127,716	137,431	349,808	117,716	132,453	319,903
Raj. & C. India	...	...	4,698	2,837	28,701	50,660	...	4	1,317	2,837	28,701	50,675
Bombay	...	...	542	22,933	21,678	...	...	...	...	542	22,933	21,678
Cent. Provs.	1,046	84	18	69,207	387,498	256,383	...	...	...	63,253	387,582	256,604
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Nizam's Territory	...	...	...	167	...	553	...	...	...	167	...	553
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>434,808</b>	<b>744,347</b>	<b>1,199,690</b>	<b>140,425</b>	<b>575,160</b>	<b>500,790</b>	<b>1,797,862</b>	<b>2,644,440</b>	<b>3,381,165</b>	<b>2,373,095</b>	<b>3,963,947</b>	<b>5,081,654</b>
<i>Sea—</i>												
Bengal	...	...	...	10,309	83	88	...	...	...	10,309	85	88
Bombay	...	...	...	...	2,720	379	...	...	...	...	2,720	379
Sind	...	...	...	132,848	62,415	36,400	...	...	...	132,848	62,415	36,400
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	4,289	...	...	...	...	...	4,289	...	...
Non Br. Ports in India	...	...	...	31	34914	6,177	...	...	751	31	34914	6,228
Foreign countries	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	<b>...</b>	<b>...</b>	<b>...</b>	<b>147,677</b>	<b>100,134</b>	<b>43,044</b>	<b>...</b>	<b>...</b>	<b>751</b>	<b>147,677</b>	<b>100,134</b>	<b>43,795</b>
<b>TOTAL IMPORTS</b>	<b>434,808</b>	<b>744,347</b>	<b>1,199,690</b>	<b>288,102</b>	<b>675,294</b>	<b>543,834</b>	<b>1,797,862</b>	<b>2,644,440</b>	<b>3,381,916</b>	<b>2,520,773</b>	<b>4,064,081</b>	<b>5,125,449</b>
<b>Imports to end of June</b>												
<i>Rail and River—</i>												
Assam	...	3	460	...	...	...	...	...	...	345,018	195,912	551,079
Bengal	319,459	195,775	551,078	5,559	137	1	...	...	...	1,397,422	4,193,578	8,193,223
P. of Agra & Oudh	1,158,009	3,136,530	5,938,445	207,023	520,535	874,510	30,890	536,807	1,293,748	4,911,426	5,521,735	7,833,308
Punjab	14,291	...	3,607	859,406	290,461	155,746	4,640,510	5,336,030	7,703,805	4,911,426	5,521,735	7,833,308
Sind	...	...	...	...	2	2	752,127	534,858	851,155	752,127	534,858	851,155
Raj. & C. India	958	...	5,308	9,674	92,213	174,810	...	4	1,317	10,060	92,217	181,341
Bombay	...	...	...	18,915	224,345	469,252	...	...	...	18,915	224,345	469,252
Cent. Provs.	3,706	7,814	18	392,678	1,452,179	1,770,603	...	...	...	390,474	1,452,179	1,770,603
Berar	...	...	...	21	...	172	...	...	...	21	...	172
Nizam's Territory	...	...	...	212	58	10,032	...	...	...	212	58	10,032
Madras	...	...	...	...	20	...	...	...	...	...	20	...
Mysore	...	...	...	...	...	302	...	...	...	...	...	302
<b>TOTAL</b>	<b>1,527,443</b>	<b>3,340,822</b>	<b>6,498,907</b>	<b>804,146</b>	<b>2,380,516</b>	<b>3,461,546</b>	<b>5,423,536</b>	<b>6,308,299</b>	<b>9,838,085</b>	<b>7,845,123</b>	<b>12,929,637</b>	<b>19,813,538</b>
<i>Sea—</i>												
Bengal	...	...	...	12,422	85	88	...	...	...	12,422	85	88
Bombay	...	...	...	10,416	61,154	70,747	1	...	135	10,416	61,154	70,747
Sind	...	...	...	717,846	419,044	277,999	22	...	2	717,846	419,044	277,999
Madras	...	...	...	901	210	0	...	...	...	901	210	0
Burma	...	1,224	...	5,210	217	...	...	...	...	5,210	217	...
Non Br. Ports in India	...	...	...	32,901	252,097	125,738	...	18,978	16,490	32,901	252,097	125,738
Foreign countries	...	7	77	270	2,227	40	...	9	...	270	2,227	40
<b>TOTAL</b>	<b>...</b>	<b>1,231</b>	<b>77</b>	<b>781,072</b>	<b>737,634</b>	<b>474,618</b>	<b>23</b>	<b>18,987</b>	<b>16,627</b>	<b>781,095</b>	<b>737,852</b>	<b>491,322</b>
<b>TOTAL IMPORTS</b>	<b>1,527,443</b>	<b>3,342,053</b>	<b>6,499,984</b>	<b>1,675,118</b>	<b>3,118,150</b>	<b>3,936,164</b>	<b>5,443,559</b>	<b>6,327,280</b>	<b>9,854,712</b>	<b>8,626,120</b>	<b>12,787,489</b>	<b>20,309,860</b>

QUANTITY (in hundredweight) of LINSEED imported by rail and river and by sea into CALCUTTA, the City of BOMBAY, and KARACHI, in June 1904, and from 1st January to 30th June 1904, and in the corresponding periods of 1902 and 1903

Whence exported	Calcutta			City of Bombay			Karachi			TOTAL		
	1902	1903	1904	1902	1903	1904	1902	1903	1904	1902	1903	1904
<b>Imports in June</b>												
<i>By Rail and River—</i>	7,262	27,401	27,565	...	...	...	...	...	...	7,262	27,401	27,565
Assam	172,875	525,814	609,965	121	...	...	...	...	...	172,875	525,814	609,965
Bengal	382,440	372,868	471,627	50,930	66,448	109,658	2,341	8,820	...	382,440	372,868	471,627
U. P. of Agra & Oudh	746	...	...	8,354	411	...	4,517	14,058	20	746	...	...
Punjab	...	...	...	...	...	...	...	523	...	...	...	...
Sind	86	6,954	2,000	16,245	100,443	231,941	...	358	135	86	6,954	2,000
Raj. & C. India	...	...	...	8,942	35,582	44,531	...	...	...	...	...	...
Bombay	...	...	...	31,875	57,142	128,075	...	...	...	...	...	...
Cent. Provs.	30	...	505	2,848	2,625	1,633	...	...	...	30	...	505
Berar	...	...	...	13,633	74,063	131,536	...	...	...	...	...	...
Nizam's Territory	...	...	...	225	337	2,528	...	...	...	...	...	...
Madras	...	...	...	10	107	...	...	...	...	...	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	463,439	933,037	1,171,662	133,180	338,370	649,852	6,758	23,859	155	603,386	1,205,266	1,821,662
<i>By Sea—</i>	...	127	...	...	...	...	...	...	...	...	127	...
Bengal	...	...	...	...	55	12	...	...	...	...	55	...
Bombay	...	...	...	1,575	1,474	224	...	...	...	1,575	1,474	...
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	910	802	2,896	...	...	...	910	802	2,896
Foreign countries	...	...	...	...	132	57	...	...	...	...	132	...
<b>TOTAL</b>	...	127	...	2,485	2,463	3,189	...	...	...	2,485	2,590	3,189
<b>TOTAL IMPORTS</b>	463,439	933,164	1,171,662	135,674	340,833	653,041	6,758	23,859	155	605,871	1,207,856	1,824,851
<b>Imports to end of June</b>												
<i>By Rail and River—</i>	45,737	63,075	44,514	...	...	...	...	...	...	45,737	63,075	44,514
Assam	1,347,220	1,768,343	2,066,061	137	...	...	...	...	...	1,347,220	1,768,343	2,066,061
Bengal	1,021,719	1,049,991	1,099,997	436,473	410,358	421,568	4,284	11,067	...	1,021,719	1,049,991	1,099,997
U. P. of Agra & Oudh	746	...	...	19,017	5,722	...	19,502	25,775	1,687	746	...	...
Punjab	...	...	...	...	...	...	...	600	...	...	...	...
Sind	1,121	12,919	33,585	134,592	440,324	645,031	...	358	135	1,121	12,919	33,585
Raj. & C. India	...	...	...	239,715	478,208	540,780	...	...	...	...	...	...
Bombay	14,422	251	1,033	458,050	327,871	457,485	...	...	...	14,422	251	1,033
Cent. Provs.	...	...	...	89,366	55,489	22,981	...	...	...	...	...	...
Berar	...	...	...	372,632	738,920	1,033,405	...	...	...	...	...	...
Nizam's Territory	...	...	...	20,109	19,301	35,431	...	...	...	...	...	...
Madras	3,535	...	...	1,928	1,937	85	...	...	...	3,535	...	...
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
<b>TOTAL</b>	2,434,490	2,894,879	3,248,102	1,772,700	2,480,426	3,163,826	23,793	37,860	1,822	4,230,983	5,412,875	6,413,826
<i>By Sea—</i>	453	134	319	...	...	...	...	...	...	453	134	319
Bengal	...	...	...	34	1,739	182	...	...	...	...	...	...
Bombay	...	...	...	14,258	5,521	1,130	...	...	...	...	...	...
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	...	...	...	...	...	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	32,809	14,470	43,520	...	...	...	32,809	14,470	43,520
Foreign countries	...	...	...	66	537	1,426	...	...	15	66	537	1,426
<b>TOTAL</b>	453	134	319	47,167	22,267	46,258	...	...	17	47,620	22,401	46,258
<b>TOTAL IMPORTS</b>	2,434,943	2,895,013	3,248,421	1,819,867	2,502,693	3,210,084	23,793	37,860	1,839	4,278,603	5,435,276	6,460,084

QUANTITY (in hundredweight) of INDIGO imported by rail and river and by sea into CALCUTTA, the City of BOMBAY, and KARACHI, in June 1904, and from 1st January to 30th June 1904, and in the corresponding periods of 1902 and 1903

Whence exported	Calcutta			City of Bombay			Karachi			TOTAL		
	1902	1903	1904	1902	1903	1904	1902	1903	1904	1902	1903	1904
Imports in June												
Rail and River—												
Assam	...	...	...	...	...	...	...	...	...	...	...	...
Bengal	3	...	59	...	...	...	...	...	...	5	...	59
U. P. of Agra & Oudh	...	24	...	...	...	...	...	...	...	...	24	...
Punjab	...	...	...	...	...	...	18	108	414	38	198	414
Sind	...	...	...	...	...	...	81	275	236	81	275	236
Raj. & C. India	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	1	...	3	...	...	...	1	...	3
Cent. Provs.	...	...	...	...	...	...	...	...	...	...	...	...
Berar	...	...	...	...	...	...	...	...	...	...	...	...
Nizam's Territory	...	...	...	34	...	...	...	...	...	34	...	...
Madras	...	...	...	...	50	500	...	...	...	...	50	100
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	3	24	59	35	50	103	119	473	650	157	547	813
Sea—												
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	...	...	...	...	...	...	...	...
Sind	...	...	...	373	490	115	...	...	...	373	490	115
Madras	...	...	...	5	...	...	...	...	...	5	...	...
Burma	...	...	...	...	...	...	...	...	...	...	...	...
Non-Br. Ports in India	...	...	...	...	...	...	...	...	...	...	...	...
Foreign countries	...	...	...	...	...	29	...	...	...	...	...	29
TOTAL	...	...	...	378	490	144	...	...	...	378	490	144
TOTAL IMPORTS	3	24	59	413	540	247	119	473	650	535	1,046	956
Imports to end of June												
Rail and River—												
Assam	...	...	...	...	...	14	...	...	...	18,837	5,161	9,385
Bengal	13,887	5,161	9,385	...	...	13	...	...	...	2,043	935	1,500
U. P. of Agra & Oudh	2,028	932	1,487	5	3	...	...	...	...	1,459	1,478	1,886
Punjab	...	...	...	...	...	...	1,459	1,478	1,886	1,459	1,478	1,886
Sind	...	...	...	...	...	...	537	1,019	1,443	537	1,019	1,443
Raj. & C. India	...	...	...	18	235	10	...	...	...	18	235	10
Bombay	...	...	...	13	13	10	...	...	...	13	13	10
Cent. Provs.	...	...	...	...	...	4	...	...	...	...	...	4
Berar	...	...	...	2	15	...	...	...	...	2	15	...
Nizam's Territory	...	...	...	384	360	113	...	...	...	384	360	113
Madras	...	...	...	192	145	1,045	...	...	...	192	148	2,065
Mysore	...	...	...	...	...	...	...	...	...	...	...	...
TOTAL	20,923	6,093	10,866	607	774	1,315	1,996	2,497	3,339	23,328	9,364	15,401
Sea—												
Bengal	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	18	5	10	26	76	155	...	...	...	44	81	165
Sind	...	...	...	...	...	...	...	...	...	...	...	...
Madras	...	...	...	1,402	1,837	1,591	...	...	...	1,402	1,837	1,591
Burma	...	...	...	43	...	...	...	...	...	50	...	...
Non-Br. Ports in India	10	...	...	...	...	...	...	...	...	10	...	...
Foreign countries	9	...	...	219	50	125	...	2	...	228	...	126
TOTAL	53	5	10	1,690	1,972	1,881	...	2	...	1,743	1,979	1,891
TOTAL IMPORTS	20,978	6,098	10,886	2,297	2,746	3,197	1,996	2,499	3,339	25,071	11,343	17,292

QUANTITY (in hundredweight) of **JUTE**, **TEA**, and **RICE** imported by rail and river and by sea at CALCUTTA, in June 1904, and from 1st January to 30th June 1904, and in the corresponding periods of 1902 and 1903

Whence exported	JUTE			TEA			RICE		
	1902	1903	1904	1902	1903	1904	1902	1903	1904
<b>Imports in June</b>									
<i>By Rail and River—</i>									
Assam	1,340	...	1,069	105,278	59,593	65,099	9,474	2,435	...
Bengal	404,207	31,608	80,704	40,850	41,780	45,731	238,310	267,000	320,000
United Provinces of Agra and Oudh	...	481	147	246	220	302	...	35	...
Punjab	...	...	...	7	516	364	8	77	...
Rajputana and Central India	...	...	...	...	...	...	...	...	...
Bombay	...	...	...	...	...	...	...	...	...
Central Provinces	...	...	...	...	...	...	...	...	...
Berar	...	...	...	...	...	...	...	...	...
Nizam's Territory	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	3	30	...	...
<b>TOTAL</b>	<b>485,755</b>	<b>32,370</b>	<b>90,920</b>	<b>147,481</b>	<b>102,127</b>	<b>114,559</b>	<b>347,898</b>	<b>269,608</b>	<b>328,000</b>
<i>By Sea—</i>									
Bengal	304	53	...	1,221	498	673	6,031	5,092	...
Bombay	...	...	...	3	2	...	...	...	...
Madras	...	...	1,506	190	...	9	...	...	...
Burma	...	...	...	...	...	...	38,318	3,091	...
Non-British Ports in India	...	...	...	...	...	...	...	...	...
Foreign countries	...	...	...	21	42	461	...	68	...
<b>TOTAL</b>	<b>304</b>	<b>53</b>	<b>1,506</b>	<b>1,442</b>	<b>542</b>	<b>1,143</b>	<b>64,349</b>	<b>9,151</b>	<b>...</b>
<b>TOTAL IMPORTS</b>	<b>486,060</b>	<b>32,423</b>	<b>92,426</b>	<b>148,923</b>	<b>102,669</b>	<b>115,702</b>	<b>312,177</b>	<b>278,759</b>	<b>331,000</b>
<b>Imports to end of June</b>									
<i>By Rail and River—</i>									
Assam	91,110	42,374	87,571	286,787	161,076	185,140	60,813	7,043	...
Bengal	8,191,172	2,242,129	3,356,021	124,819	70,793	77,933	4,967,168	4,613,440	5,000,000
United Provinces of Agra and Oudh	4,671	31,342	9,463	1,422	492	636	503	2,133	...
Punjab	...	...	...	128	650	1,444	135	125	...
Rajputana and Central India	19	...	...	...	...	1	...	...	...
Bombay	...	...	...	...	...	...	...	...	...
Central Provinces	44	194	...	1	1	...	20,438	38	...
Berar	...	...	...	...	...	...	...	...	...
Nizam's Territory	...	...	...	...	...	...	...	...	...
Madras	...	...	...	...	...	4	11,115	148	...
<b>TOTAL</b>	<b>8,287,316</b>	<b>2,316,389</b>	<b>3,353,055</b>	<b>413,127</b>	<b>233,920</b>	<b>263,158</b>	<b>5,090,589</b>	<b>4,622,336</b>	<b>5,000,000</b>
<i>By Sea—</i>									
Bengal	38,726	10,962	33,282	2,338	1,221	1,417	118,121	76,559	...
Bombay	...	...	...	7	3	77	...	161	...
Madras	...	...	8,069	430	258	288	...	47	...
Burma	...	...	...	2	70	2	535,807	117,775	...
Non-British Ports in India	...	...	...	...	...	...	...	...	...
Foreign countries	36	5,837	45	835	827	1,077	108	634	...
<b>TOTAL</b>	<b>38,762</b>	<b>16,799</b>	<b>41,396</b>	<b>3,603</b>	<b>2,381</b>	<b>2,855</b>	<b>654,036</b>	<b>195,176</b>	<b>...</b>
<b>TOTAL IMPORTS</b>	<b>8,326,078</b>	<b>2,333,188</b>	<b>3,394,451</b>	<b>416,730</b>	<b>236,301</b>	<b>266,013</b>	<b>5,744,625</b>	<b>4,817,512</b>	<b>5,000,000</b>

J. A. ROBERTSON,  
Director-General of Statistics

J. WILSON,  
Secretary to the Government of India



Presidency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Sind.	Southern.	Alibag Port		2	2
		Panvel "			1
		Rohi "			
		Roha "			
		Revdamda "			
		Kolaba District	G. I. F.	34	17
		Ratnagiri Port		4	4
		Vasodrug "			
		Harnai "			
		Rajapur "			
		Vengurle "			
		Jaitapur "			
		Dabhal "			
		Joigad "			
		Deogad "			
		Ratnagiri District		1	1
		Belgaum "	S. M.	633	427
		Hubli Town		1	1
		Dharwar District		363	451
		Karwar Port			
		Akola "			
		Kumta "			
		Savantvadi State			
		Bijapur District	B. M. & G. I. F.	607	465
		Kanara "		5	3
	Sind.	Karachi Town and Port	N. W.	4	2
		Karachi District			
		Hyderabad Town			
		Hyderabad District	& J. B.		
		Thar and Parkar District	J. B.		
		Larkhara "	N. W.		
		Sukkar District			
		Khairpur State			
	Political charges.	Alakot State		43	10
		Aundh State		39	10
		Tuna Port			
		Mandvi "		1 (a)	1
		Mundra "			
		Jakau "		1 (c)	1
		Cutch State		25 (b)	15
		Cambay "	B., B. & C. I.		
		Baranur "			
		Bhor "			
		Porbandar Port	B. G. J. P.		
		Jamnagar Town and Port			
		Dharnagar Town and Port	B. G. J. P.		
		Mongrol Port			
		Sodia Port			
		Salaya "			

(a) Imported cases.

(b) Figures for two weeks ending 20th August 1904.

(c) For week ending 13th August 1904.

Agency Marine.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bombay Presidency and Dependencies.	Political charges.	Jafrabad Port			
		Veraval "			
		Vavanla "			
		Kathiawar State	B., B. & C. I., Morvi & B. G. J. P.	475	258
		Kolhapur Town	S. M.	23	19
		Kolhapur and Southern Maharashtra Country	S. M.	309	514
		Sachin State	B., B. & C. I.		
		Dharampur "			
		Srivardhan Port			
		Marad "		11	8
		Barimandla "			
		Nandgaon "			
		Janjira "			
		Janjira State			
		Velan Port			
		Billimora "	B., B. & C. I.	11	10
		Kodinar "		8	4
		Baroda City	B., B. & C. I.	2	3
		Baroda State		918	161
		Jath "			
		Bijapur State	S. M. & G. I. P.		
		Surat "	B., B. & C. I.	17	15
		Aden			
		Total		5,268	3,510
Madras Presidency.		Salem Town	Madras		
		Salem District		50 (c)	48 (c)
		Bellary Cantonment	S. M.		
		Bellary Town			
		Bellary District	Madras	248 (g)	277 (h)
		Coimbatore Town	Madras		
		Coimbatore District	Madras, S. I. & Nilgiri	111 (i)	50 (i)
		Nilgiris "	Madras	5 (a)	8 (a)
		North Arcot "	S. I. & Madras	9	8
		South Arcot District			
		Cuddalore Port			
		Tinnevely District			
		Malabar "	Madras	2 (j)	2 (j)
		Cuddapah "	S. I. & Madras	5	6
		Mangalore Port		11	11
		Ermala "			
		South Canara District		1 (k)	1 (k)
		Madras City	Madras and S. I.		
		Chingleput District	S. I. & Madras		
		Godavari "	Madras		
		Tanjore "	S. I.		
		Anantapur "	Madras, S. I. & S. M.	55 (e)	43 (f)
		Madura "	S. I.		
		Kistna "			
		Cochin State			
		Karnool District		6 (d)	1
		Total		609	475

(a) One imported case.  
 (b) Eleven imported cases.  
 (c) Five "  
 (d) Two "  
 (e) Ten "

(f) Eight imported cases  
 (g) Eighteen "  
 (h) Fourteen "  
 (i) Fifteen "  
 (j) Imported cases.  
 (k) Imported case.



Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague measures.
Bengal.	Presidency	Calcutta	E. I., E. R. S. & B. N.	2
		Nadia District	E. R. S. & B. C. & E. K.	
		24-Parganas District	E. R. S., B. C. & E. I.	
		Khulna	B. C.	
	Burdwan	Midnapore District	B. N. E.	
		Howrah Town	B. N. & H. A.	
		Howrah District	E. I., B. N. & H. A. & H. S.	
		Burdwan	"	
		Birbhum	"	
		Champanan District	B. & N. W.	
	Patna	Chapra Town	"	
		Saran District	"	153
		Gaya Town	E. I.	
		Gaya District	"	10
		Muzaffarpur District	B. & N. W.	4
		Muzaffarpur Town	"	
		Darbhanga District	"	
		Shahabad District	E. I.	50
		Patna City	"	114
		Patna District	"	21
	Bhagalpur	Monghyr Town	"	15
		Monghyr District	"	
		Bhagalpur Town	"	
		Bhagalpur District	" & B. & N. W.	
		Sonbhal Parganas District	"	
	Chota Nagpur	Palamau District	"	
		Hazaribagh District	"	13 (a)
	Orissa	Cuttack District	B. N. E.	
	Total			395
United Provinces.	Allahabad	Allahabad City	E. I.	5
		Allahabad District	" & O. & B.	7
		Cawnpore City	E. I., O. & B., B. B. & C. L. & G. I. P. (I. M. Sec.)	
		Cawnpore District	"	
		Fatehpur	E. I.	1
		Banda District	G. I. P. (I. M. Sec.) & E. I. R.	
		Jhansi City	" ( " )	
		Jhansi District	" ( " )	
	Benares	Hazirpur	" ( " )	
		Jalaun	" ( " )	2
		Benares Cantonment	B. & N. W. & O. & B.	
		Benares City	"	2
		Benares District	B. & N. W., O. & B. & E. I.	3
		Ballia	B. & N. W.	125
		Jaunpur City	O. & B.	
		Jaunpur District	" & B. & N. W.	27
		Ghazipur	E. I. & B. & N. W.	29
		Mirzapur City	E. I.	
		Mirzapur District	" & O. & B.	6

(a) Including 9 seizures and 2 deaths of week ending 13th August 1904.

Agency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
United Provinces.	Fyzabad	Bahraich District	B. & N. W.		
		Gonda	"		
		Partabgarh	O. & R.		
		Sultanpur	"		
		Ajodhia	"		
		Fyzabad City	"		
		Fyzabad District	"	7	4
		Bara Banki Town	B. & N. W.		
	Gorakhpur	Bara Banki District	" & O. & R.	18	17
		Asansgarh City	B. & N. W. & O. & R.		
		Asansgarh District	"	8	4
		Gorakhpur City	B. & N. W.		
		Gorakhpur District	"	10	12
		Basti District	"	13	4
		Meerut City	N. W.		
		Meerut Cantonment	"		
	Meerut	Meerut District	N. W., O. & R. & E. I.		
		Muzaffarnagar City	N. W.		
		Muzaffarnagar District	"	8	6
		Aligarh	E. I. & O. & R.		
		Saharanpur City	"		
		Saharanpur District	O. & R. & N. W.	32	17
		Hardwar Union	"		
		Roorkee Town	"		
	Lucknow	Bulandshahr District	E. I. & O. & R.		
		Dehra Dun	B. & N. W. & O. & R.		
		Unao District	O. & R. & B. & N. W.	1	1
		Lucknow City	" B. & N. W. & R. K.	13	12
		Lucknow District	"	3	4
		Hardoi	O. & R.	3	3
		Rae Bareilly	"	17	6
		Sitapur	R. K.		
	Agra	Kheri	"		
		Etawah City	E. I.		
		Etawah District	"		
		Fatehgarh	B. & C. I.		
		Farrukhabad Town	"		
		Farrukhabad District	"	7	8
		Mainpuri	E. I.	1	1
		Agra City	B. & C. I., G. I. P. & E. I.		
	Bohlikhand	Agra District	"		
		Etah	"		
		Muttra	"		
		Muttra City	"		
		Barailly City	R. & K. & O. & R.	3	3
		Barailly District	"		
		Shahjahanpur District	" & O. & R.		
		Shahjahanpur City	"		
	Kashmir	Budau District	"		
		Bijnor Town	"		
		Bijnor District	O. & R.	2	2
		Naini Tal	O. & R.		
		Garhwal District	"	1	1
TOTAL				447	361

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Punjab.	Jullundur	Ludhiana District	N. W.	4	1
		Jullundur "	"	1	1
		Hoshiarpur District	"	1	1
		Ferozepur	N. W.	1	1
		Kangra "	"	1	1
	Lahore	Amritsar City	N. W.	1	1
		Amritsar District	"	1	1
		Gurdaspur "	"	1	1
		Lahore "	"	1	1
		Lahore Municipality	"	1	1
		Gujranwala District	"	1	1
		Sialkot "	"	1	1
		Montgomery "	"	1	1
	Rawalpindi	Rawalpindi District	N. W.	1	1
		Gujrat "	"	1	1
		Shahpur "	"	1	1
		Jhelum "	"	1	1
	Multan	Jhang "	"	1	1
		Multan "	"	1	1
		Mianwali "	"	1	1
	Delhi	Gurgaon "	B., B. & C. I.	1	1
		Delhi City	E. I., O. & R., B., B. & C. I., & N. W.	9	1
		Delhi District	"	1	1
		Hissar "	B., B. & C. I. & N. W.	9	1
		Karnal "	E. I.	3	1
		Simla "	E. K.	1	1
		Amballa "	N. W. & E. I.	18	14
		Rohtak "	N. W.	1	1
		Patiala City	Rajpura-Bhatinda (N. W. Ry.)	1	1
		Patiala State	N. W., E. I., B., B. & C. I. & J. E.	1	1
				TOTAL	50
Central Provinces (including Benar).	Nerbudda	Burhanpur Town	"	1	1
		Nimar District	G. I. P. & B., B. & C. I.	10	1
		Hoshangabad Town	"	1	1
		Hoshangabad District	"	19 (a)	1
		Narsingpur Town	"	1	1
		Narsingpur District	"	1	1
		Chhindwara "	B. N.	9	1
		Khandwa Town	B., B. & C. I. & G. I. P.	1	1
		Betal District	"	1	1

(a) One imported case.

Agency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.				Traversed by what railways.				Plague seizures.	Plague deaths.
CENTRAL PROVINCES (including Berar).	Nagpur	Nagpur City	99	120	219	B. N. & G. I. P.	...	...	...	...	...
		Nagpur District	...	...	...	...	...	...	...	20	13
		Wardha Town	...	...	...	G. I. P.	...	...	...	...	...
		Wardha District	...	...	...	...	...	...	...	...	...
		Chanda "	...	...	...	...	...	...	...	...	...
		Bhandara Town	...	...	...	B. N.	...	...	...	...	...
		Bhandara District	...	...	...	...	...	...	...	...	...
		Balaghat "	...	...	...	...	...	...	...	...	...
		Balaghat Town ...	...	...	...	E. I. & G. I. P.	...	...	...	...	...
	Jubbulpore	Jubbulpore Town	...	...	...	...	...	...	...	8	3
		Jubbulpore District	...	...	...	E. I. & G. I. P.	...	...	...	24	6
		Damoh Town	...	...	...	G. I. P. (I. M. Sec.)	...	...	...	...	...
		Damoh District	...	...	...	15 ( 15 )	...	...	...	...	...
		Saugor Cantonment	...	...	...	25 ( 15 )	...	...	...	...	...
		Saugor Town	...	...	...	25 ( 15 )	...	...	...	...	...
		Saugor District	...	...	...	15 ( 15 )	...	...	...	5	5
		Seoni District ...	...	...	...	B. N.	...	...	...	...	...
		Mandla "	...	...	...	22	...	...	...	...	...
	Chhattisgarh	Bilaspur Town	...	...	...	22	...	...	...	...	...
		Bilaspur District	...	...	...	22	...	...	...	...	...
		Raipur "	...	...	...	22	...	...	...	...	...
		Sambalpur "	...	...	...	22	...	...	...	...	...
	...	Akola District	...	...	...	G. I. P.	...	...	...	63	23
		Buldana "	...	...	...	...	...	...	...	1 (a)	1 (a)
		Wan "	...	...	...	...	...	...	...	...	...
		Basim "	...	...	...	...	...	...	...	16	8
		Amraoti "	...	...	...	G. I. P.	...	...	...	...	...
		Ellenhpur "	...	...	...	...	...	...	...	5	5
		Yeshmal "	...	...	...	...	...	...	...	...	...
		TOTAL									179
MYSORE STATE.	Bangalore City	...	...	...	S. M. & Madras	...	...	...	13	5	
	Bangalore Civil and Military Station	...	...	...	...	...	...	...	46	32	
	Bangalore District	...	...	...	...	...	...	...	210	120	
	Mysore City ...	...	...	...	...	...	...	...	16	13	
	Mysore District	...	...	...	... & Madras	...	...	...	217	156	
	Kolar "	...	...	...	Madras and S. M.	...	...	...	80	74	
	Kolar Gold Fields	...	...	...	...	...	...	...	24	14	
	Tumkur District	...	...	...	S. M.	...	...	...	10	11	
	Shimoga "	...	...	...	...	...	...	...	20	74	
	Chitaldrug "	...	...	...	...	...	...	...	126	103	
	Hader "	...	...	...	...	...	...	...	129	78	
	Hasan "	...	...	...	...	...	...	...	76	37	
	TOTAL									1,052	716
	TOTAL									6	7
	TOTAL									6	7

(a) Imported cases.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
HYDERABAD STATE.		Aurangabad District	N. G. S.	22	
		Bir		16	
		Hyderabad	N. G. S.		
		Indur			
		Usmanabad	G. I. P. & Barad	(c) 18	(a)
		Lingsagar	S. M.	01	
		Parbhani	N. G. S.		
		Raichur	G. I. P. & Madras	11	
		Gulburga	G. I. P. & N. G. S.	83	
		Nander	N. G. S.		
		TOTAL		241	
		Indore City	B., B. & C. I.	(b) 83	(b)
		Indore State		31	
		Ujjain City			
		Gwalior "			
		Gwalior State	B., B. & C. I., G. I. P.		
		Dhar "	G. I. P. (I. M. Sec.) & Gwalior	(b) 3	(b)
		Pathari State	G. I. P. (I. M. Sec.)		
		Bhopal City			
		Bhopal State	G. I. P.	(b) 9	(b)
		Mhow Cantonment	B., B. & C. I. (Rajputana-Malwa)		
CENTRAL INDIA.		Nimach "			
		Indore Residency		10	
		Rutlam City	B., B. & C. I.		
		Rutlam State		117	
		Dewas Town			
		Dewas State	G. I. P.	1	
		Narsingarh State			
		Guaranteed Holdings (Malwa Agency)		(b) 13	(b)
		Tonk State (portion in Central India)	G. I. P.	63	
		Sshore "			
		Sailana "	B., B. & C. I.	0	
		Piploda District			
		Bagli State			
		Jhabua "	B., B. & C. I.		
		Jaora "			
		Jaora Town			
		Agar Military Station			
		Manpur			
		Sitaman State			
		Rajgarh "			
		Karwal "			
		TOTAL		296	
RAJPUTANA		Ajmer		(c) 2	
		Ajmer District		7	
		Abu Road			
		Mowar State	B., B. & C. I.	40	
		Partabgarh State		(b) 76	(b)
		Chitor (Udaipur State)			
		Tonk State		13	
		Marwar "	J. B.		
		Jaipur		24	

(a) Figures for the period from 9th to 15th August 1904.  
 (b) Figures for week ending 15th August 1904.  
 (c) Imported case.

Agency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.			Traversed by what railways.				Plague seizures.	Plague deaths.
PUNJAB	...	Kishangarh Town	...	...	C. I.	...	...	...	...	...
		Bikanir State	...	...	J. B.	...	...	...	...	...
		Jhallawar "	...	...	...	...	...	...	18 (b)	15 (b)
		Kotah State	...	...	...	...	...	...	...	...
		Sirohi "	...	...	B., B. & C. I.	...	...	...	...	...
		Bhakpura State	...	...	...	...	...	...	...	...
		Alwar "	...	...	B., B. & C. I.	...	...	...	...	...
		Banswara Town	...	...	...	...	...	...	...	...
		Bharatpur State	...	...	...	...	...	...	...	...
						Total				180
JAMMU & CASHMIRE	...	Hamirpur-Sidhan (Akhaur Tahsil)	...	...	...	...	...	...	...	
		Jammu City	...	...	...	...	...	...	...	
		Jammu Province	...	...	N. W.	...	...	...	...	
						Total				...
N. W. PROVINCE	...	Abbottabad Town	...	...	...	...	...	...	...	
		Hasara District	...	...	...	...	...	...	...	
		Peshawar Town	...	...	...	...	...	...	...	
		Peshawar District	...	...	...	...	...	...	...	
				Total				...	...	
SINDH	...	Sonmiani	...	...	...	...	...	...	...	
		Hirok	...	...	N. W.	...	...	...	...	
		Sibi	...	...	"	...	...	...	...	
						Total				...
				GRAND TOTAL				8,714	6,898	

(b) Figures for week ending 13th August 1904.

H. H. RISLEY,  
Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

**Rainfall summary for the seven days ending at 8 a.m. on Thursday, the 25th August 1904, based on the India Daily Weather Reports of the period.**

As was the case last week the Arabian Sea monsoon has failed almost completely as a rain-giving current. The wind along the west coast of the Peninsula has, throughout the week, been light and variable, and, though scattered showers have occurred at the coast stations, the centre and south of the Peninsula, Gujarat, the south of the North-west Dry Area, the west of the Central Provinces and the west of Central India have been practically rainless.

On the other hand the Bay monsoon has been fairly vigorous and a moderate cyclonic storm has determined moderately heavy rain to north-eastern and northern India. The storm began to form on the 19th on which day rain was fairly general over north-east India and showers were falling at the hill and submontane stations of northern India. On the 20th the storm continued to develop and showers had extended into the Gangetic plain and the east of the Central Provinces. The reports of the 21st showed that the storm had continued to intensify and the rainfall to extend. During the 21st the storm crossed the Orissa coast advancing north-westward, and at 8 A.M. on the 22nd the centre was near Hazaribagh, on the 23rd near Allahabad and on the 24th and 25th near Agra. With the advance of the depression north-westward rain increased over the United Provinces and eastern Rajputana while it fell off over north-east India and Burma.

The rainfall table shows that the week's rainfall was normal or in some excess over Burma, the Calcutta subdivision, west Bengal, the United Provinces, the east and north of the Punjab and the east of Rajputana. The excess was considerable and more than 50 per cent. over upper Burma, and the Ranchi, Darbhanga, Bahraich, Patna and Simla subdivisions.

In all other places the week's rainfall was more or less deficient and in the Indore, Ahmedabad, Rajkot, Bellary and Hyderabad subdivisions and the west Satpuras and East coast (south) divisions did not exceed 0.10". The deficiency was considerable to large and more than 70 per cent. in the Jubbulpore and Indore subdivisions and in the west coast, Gujrat, west Satpuras, Deccan, south India and east coast (south divisions).

The principal seasonal deficiencies expressed as a percentage are:—Lahore subdivision (—35%); the North-west Dry Area (—61%); Jubbulpore subdivision (—35%); Indore subdivision (—53%); Ahmedabad subdivision (—74%); Rajkot subdivision (—63%) and the west Satpuras division (—40%).

RAINFALL DIVISION WITH REPRESENTATIVE STATION.	Rainfall sub-division named after representative station.	RAINFALL DATA FOR WEEK ENDING OR 25TH AUGUST 1904.			RAINFALL DATA FROM 25TH APRIL 1904 TO 25TH AUGUST 1904.			SEASONAL PERCENTAGE DEPARTURE FROM NORMAL.	
		Average actual rainfall.	Average normal rainfall.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect in inches.	This week.	Last week.
		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.		
Burma Coast (Rangoon) . . .	...	6.60	6.55	+0.05	124.45	109.49	+14.96	+14	+14
Burma Wet (Bhamo) . . .	...	3.44	3.18	+0.26	48.18	43.43	+4.75	+11	+11
Burma Dry (Mandalay) . . .	...	2.56	1.46	+1.10	18.14	18.05	+0.09	0	-6
Delta of Bengal . . .	{ Narayanganj	1.59	3.43	-1.84	55.54	58.76	-0.22	0	+3
Brahmaputra Valley (Sibsagar) . . .	{ Calcutta	3.28	3.05	+0.23	48.31	40.74	+7.57	+19	+19
	...	2.52	5.02	-2.40	77.72	92.04	-14.32	-16	-14
Himalayas and Sub-Himalaya, East.	{ Dinajpur . . .	2.93	4.48	-1.55	60.26	66.74	-6.48	-10	-8
	{ Darbhanga . . .	4.66	2.90	+1.76	40.58	34.43	+6.15	+18	+14
	{ Bahraich . . .	5.30	3.44	+1.86	31.67	33.14	-1.47	-4	-11
Indo-Gangetic Plain, East . . .	{ Burdwan . . .	3.21	2.57	+0.64	37.32	38.17	-0.85	-2	-4
	{ Patna . . .	4.90	3.25	+1.65	45.59	31.42	+14.17	+45	+44
Himalayas and Sub-Himalaya, West.	{ Simla . . .	4.04	2.62	+1.42	36.58	32.97	+3.61	+11	+7
	{ Ludhiana . . .	2.56	2.50	+0.06	23.49	29.31	-5.82	-20	-22
Indo-Gangetic Plain, West . . .	{ Cawnpore . . .	3.18	2.39	+0.79	30.15	24.15	+6.00	+25	+24
N.-W. Dry Area (Bikaner) . . .	{ Lahore . . .	1.13	1.52	-0.39	16.87	16.67	+0.20	-35	-36
Baluchistan (Quetta) . . .	...	0.40	0.54	-0.14	2.68	6.93	-4.25	-61	-64
	...	0	0.01	-0.01	0.24	1.30	-1.06	-82	-81
East Coast, North . . .	{ Waltair . . .	1.18	1.55	-0.37	17.53	17.72	-0.19	-1	+1
	{ Cuttack . . .	2.87	3.20	-0.33	32.93	37.95	-5.02	-13	-13
East Satpuras . . .	{ Ranchi . . .	4.81	2.82	+1.99	50.48	40.42	+10.06	+25	+21
	{ Raipur . . .	1.06	2.85	-1.79	26.31	37.07	-10.76	-29	-26
	{ Jabulpore . . .	0.83	3.17	-2.34	28.22	43.20	-14.98	-35	-32
Central India Plateau . . .	{ Jhansi . . .	2.62	2.38	+0.24	42.06	32.51	+9.55	+29	+31
	{ Jaipur . . .	2.19	1.92	+0.27	16.41	16.77	-0.36	-2	-4
	{ Indore . . .	0.06	2.79	-2.73	14.16	30.45	-16.29	-53	-49
West Coast . . .	{ Calicut . . .	0.41	2.76	-2.35	76.27	68.95	+7.32	+11	+15
	{ Bombay . . .	0.89	3.15	-2.26	78.89	78.69	+0.20	0	+3
Gujarat . . .	{ Ahmedabad . . .	0.02	1.29	-1.27	7.70	29.93	-22.23	-74	-73
West Satpuras (Akola) . . .	{ Rajkot . . .	0.03	0.87	-0.84	6.20	16.78	-10.58	-63	-61
	...	0.06	1.50	-1.44	13.25	21.91	-8.66	-40	-35
South India . . .	{ Bellary . . .	0.02	0.95	-0.93	8.46	11.76	-3.30	-28	-22
	{ Bijapur . . .	0.18	0.71	-0.53	12.53	16.79	-4.26	-25	-23
	{ Hyderabad . . .	0.02	1.58	-1.56	12.81	16.40	-3.68	-22	-14
	{ Mysore . . .	0.08	0.93	-0.85	16.70	13.33	+3.37	+25	+34
East Coast South (Madras) . . .	{ Madura . . .	0.04	0.89	-0.85	10.03	9.74	+0.29	+3	+13
	...	0.10	0.94	-0.84	7.80	7.92	-0.12	-2	+10

W. L. DALLAS,

for Meteorological Reporter to the Government of India  
and Director General of Indian Observatories.

J. WILSON,

Secretary to the Government of India.



## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,  
20th August 1904.

**Madras.**—There was no rain during the week in Kistna, Nellore, Tinnevely, parts of the Deccan and the Carnatic, but elsewhere it was light to fair. Irrigation supplies are insufficient in parts of the Circars, the Deccan, Arcot, Salem and the Southern districts. Ploughing, sowing and transplanting continue generally. The standing crops are generally in good condition, but some require rain in parts of Godavari, Kistna and the Deccan. Harvests continue in parts with fair to normal outturn. Pasture is scanty in parts of the Deccan, Nellore and the Southern districts, but fodder is procurable. The condition of cattle is good. Prices are generally stationary.

**Bombay.**—There was moderate rain during the week in parts of Ratnagiri and Kanara; slight in parts of Thana, Colaba, Nasik, Satara and Belgaum, and very slight in parts of Ahmedabad, the Panch Mahals, Kaira, Surat, Khandesh, Ahmednagar, Poona, Sholapur, Bijapur and Dharwar. More rain is urgently needed. Inundation is fair in Sindh. Sowing of autumn crops continues in parts of Sindh, Ahmedabad and the Carnatic, but is retarded in parts of Larkana, Kaira, the Deccan and the Carnatic. Transplantation is completed in Ratnagiri; continues in parts of Sindh, Thana, Nasik, Poona, Satara and Belgaum; but is retarded in parts of Broach, Thana and Nasik. Autumn seedlings have been damaged by locusts in parts of Colaba and Khandesh; by rats or insects in parts of Karachi and Hyderabad; and are suffering from want of rain in parts of Thar and Parkar, Gujarat, the Deccan, Carnatic and Kathiawar. The fodder-supply is sufficient except in parts of Karachi, Larkana, Thar and Parkar, Broach, the Deccan and Bijapur. The water-supply is adequate except in parts of Karachi, Khandesh, Nasik, Bijapur and Baroda. Agricultural stock is sufficient. Prices have risen in eight districts, and are stationary elsewhere.

**Bengal.**—The rainfall during the week was general and in some places heavy. Excessive rain has caused injury to crops in Bankura, Patna, Saran and Palamau. Crops were also damaged by floods in some parts of Burdwan, Hooghly, Howrah, Murshidabad, Patna, Malda and the Sontal Parganas. In Monghyr two thanas, Gogri and Begusarai, and in Bhagalpur some parts of two thanas are reported to be flooded owing to an unusual rise in the Ganges. Transplantation of winter rice is going on, but more rain is needed in Puri. Prospects are fair. Fodder and water are generally sufficient. The price of common rice has risen in five districts; has fallen in nine and is stationary in the remainder.

**United Provinces.**—Rain has been general throughout the Province during the week. Damage to some extent has been done to crops in low lying lands and agricultural operations are backward in places, particularly in Bundelkhand owing to excessive rain. A break is much wanted. Harvesting of early autumn crops has commenced in a few districts. The condition of the standing crops in Hamirpur is unsatisfactory and prospects are said to be indifferent there. Fields are being prepared for spring crops. Supplies and fodder are sufficient and prices are almost stationary.

**Punjab.**—Good rain has fallen in Rawalpindi and in parts of Umballa, Jullundur, Ferozepore, Lahore, Sialkot and Shahpur. Insignificant showers have also been reported from parts of other districts except Delhi. More rain is wanted in the Sirsa tahsil of Hissar, Umballa, Jullundur, Ferozepore, Lahore, Amritsar and Mianwali. The price of wheat is rising in Umballa, Jullundur, Ferozepore, Lahore, Amritsar, Sialkot, Shahpur and Mianwali and falling in Rawalpindi and Mooltan. The prices of other food-grains are fluctuating. Sowings of autumn crops are in progress in parts of Hissar, Ferozepore, Amritsar, Sialkot, Shahpur, Mianwali and Mooltan. Unirrigated lands have not generally been sown in Lahore and Ferozepore for want of rain. Ploughings for spring crops continue in Jullundur and have commenced in Lahore and Amritsar. The condition of the standing crops is reported good in Hissar, Delhi, Ferozepore and Sialkot; fair in Rawalpindi; average in Jullundur and Amritsar; but below average in Lahore and Shahpur. Crops are suffering for want of rain in Umballa and Amritsar. The recent rain has benefited the standing crops. Cattle are generally in good condition. Fodder is said to be sufficient in all districts, except in the Sharakpur tahsil of the Lahore district.

**North-West Frontier Province.**—Rainfall during the week—Hazara 2 inches, Peshawar and Kohat half an inch; very little in Bannu and Dera Ismail Khan. More rain is generally needed but a break appears to have set in. Autumn sowings have been completed and the prospects of the standing crops are fairly good except in Dera Ismail Khan. The canal supply is sufficient but there is no hill torrent irrigation in Dera Ismail Khan. Cattle are in fairly good condition. Fodder and food-stocks are abundant. Prices are rising in Peshawar, but are steady in Dera Ismail Khan.

**Burma.**—The rainfall of the week was general and seasonable. Agricultural operations are still going on. Transplanting of wet-weather paddy is completed in Maubin and continues elsewhere, but has not yet begun in parts of low lands in Promé, owing to floods. Reaping of dry weather paddy is finished in Magwe. Ploughing for wheat, has commenced in Sagaing. Sesamum is still suffering for want of rain in Magwe and the northern portion of Yamethin and also in the Minhla township of Thayetmyo. In Shwabo the recent rain has considerably improved the condition of the crops. In Tavoy young paddy plants have been destroyed by insects in parts of the Launglen township. In Maubin the embankment at Yandoon has been breached and damage to crops over some 4,000 acres is apprehended. Crop prospects are on the whole good. The price of paddy has risen slightly in four districts and fallen similarly in four others; otherwise it is unchanged.

**Central Provinces.**—The rainfall has been heavy in Sambalpur and parts of Jubbulpore and Damoh; moderate in Raipur, Bilaspur, Balaghat, Narsingpur, and the remainder of Jubbulpore; and light elsewhere, except in Wardha, Chanda and Amraoti where no rain fell. A break is required in Saugor, Damoh and parts of Jubbulpore. Rain is urgently needed in the Khandwa tahsil of Nimar, Betul, Chhindwara, Akola, Buldana, Amraoti and Ellichpur. The want of rain is delaying completion of rice transplantation in Seoni, Nagpur, Chanda, Bhandara and parts of Balaghat and *biasi* (thinning) in parts of Raipur. Rice in parts of Balaghat and *juar* on light soils in Chhindwara are already suffering for want of rain. Elsewhere crops are in good or fair condition. *Biasi* is in progress in Raipur and is nearing completion in Bilaspur and Sambalpur. Weeding of autumn crops is in progress. Land is being prepared for winter crops in Betul, Nagpur, Bhandara and parts of Nimar. Some damage is being caused by hoppers in parts of Nimar, Betul, Basim and Wun; and by grasshoppers in Raipur. Scarcity of water is reported from parts of Amraoti and Buldana, and of fodder and water from parts of Akola. Prices have fluctuated slightly.

**Assam.**—Moderate rain fell in all districts during the week. Harvesting of early rice; transplanting of late rice; plucking and manufacture of tea; and cutting of jute are in progress. Tea is retarded in Cachar by cold, elsewhere it is thriving. Prospects of early rice are indifferent in Lower Assam and fair in other districts. Insects are damaging rice in Sylhet. Prospects of late broadcast rice, sugarcane, and cotton are generally fair, and of jute poor. Prices—common rice—Silchar 18; Sylhet 17; Dhubri and Tezpur, 14; Gauhati, Nowgong and Dibrugarh, 13; and Sibsagar 12 seers per rupee.

**Mysore.**—There was slight rain throughout the Province during the week. Prices are steady. The standing crops are in good condition. The prospects of the season are good. Cattle are healthy except in parts of Chitaldroog. Water and fodder are available.

**Coorg.**—Rainfall—2 inches 13 cents. Transplanting of rice continues. Cardamom picking has commenced. Prices of food-grains are normal. Water and fodder are ample.

**Hyderabad.**—Rainfall 4 cents. Autumn crops are withering in thirty-seven talukas and sowings are suspended. Elsewhere the crops are in fair condition. Weeding is in progress. Early rice sowings continue and lands are being prepared for spring crops. Prices—wheat 13½, rice 11½, and *juar* 27 seers per *halli* rupee.

**Rajputana.**—There was rain throughout Rajputana during the week. The maximum fall was—Dholpur, 7 inches 27 cents and the minimum—Jhalrapatan, 6 cents. More rain is needed in Marwar and Jaisalmer. Agricultural operations are generally satisfactory. Sowing and weeding of autumn crops are in progress. The standing crops and prospects are generally good. Crops have been seriously damaged in Kotah and in parts of Jhalwar by excessive rain. Agricultural stock is in a satisfactory condition. Fodder is sufficient. Prices are steady and favourable.

**Central India.**—The rainfall of the week was insufficient in parts of Indore, Malwa and in Bhopawar, and sufficient elsewhere. Agricultural operations are in progress everywhere, but are retarded by excessive rain in Bundelkhand. Crops are in fair condition in Gwalior, Indore and Baghelkhand; good in Bhopal, Malwa and Bhopawar; and average in Bundelkhand. They have been slightly damaged by excessive rain in parts of Gwalior, Baghelkhand and in Bundelkhand; by locusts in parts of Bhopawar; and by locusts and wild animals in parts of Indore. Crops are withering for want of rain in parts of Indore. Agricultural stock and pasturage are generally in good condition. Prices are below normal in Malwa; rising in Baghelkhand and Bhopawar; and normal elsewhere.

**Kashmir.**—The weather is bright and warm. Prices are stationary.

**Jammu.**—Good rain fell throughout the Province during the week. Prices are stationary. Wheat sells from 13 to 24 and maize 14 to 36 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient. The recent rain has benefited the standing crops.

**Nepal.**—Rainfall 2·13 inches. The rainfall during the week has been moderate. Harvesting of Indian-corn is finished and the outturn is good. The standing crops are doing well. The price of rice is 6½ seers per rupee.

J. 'WILSON,

Secretary to the Government of India.

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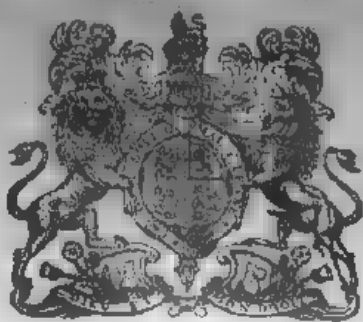
GOVERNMENT OF INDIA  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in column Total earnings, audited figures have been used as far as possible.

RAILWAYS.			AVERAGE EARNINGS PER MILE PER WEEK.		RESULTS OF WORKING DURING 2ND-HALF OF YEAR.								RESULTS OF WORKING FOR OFFICIAL YEAR.						
					Mean mileage worked.		Total earnings for week ending		Earnings per mile open for week.		Total earnings from 1st July to		Increase.	Decrease.	Total earnings from 1st April to		Increase.	Decrease.	
			During 2nd-half of 1903.	During official year 1902-03.	1903.	1904.	15th August 1903.	13th August 1904.	1903.	1904.	15th August 1903.	13th August 1904.			15th August 1903.	13th August 1904.			
State and Guaranteed Railways.																			
Standard gauge.	East Indian	658	689	1,971	1,971	10,79,890	12,85,000	548	652	78,18,430	80,72,000	2,53,570	...	2,56,66,563	2,74,39,000	17,72,437	...		
	Bengal Central	246	212	139	139	36,452	37,200	262	268	1,59,992	1,66,000	6,008	...	4,66,552	4,71,000	4,448	...		
	Bengal-Nagpur (inclgd. Raipur-Dhamtari 2' 6")	153	175	1,805	1,937	2,30,230	2,40,000	128	124	15,09,183	18,63,000	3,53,817	...	55,17,729	66,19,000	11,01,271	...		
	Great Indian Peninsula system	459	560	1,569	1,569	5,16,982	5,70,000	329	363	36,15,179	43,69,000	7,53,821	...	1,70,65,788	1,74,68,000	4,02,212	...		
	Indian Midland (inclgd. Bhopal-Itarsi)	156	182	916	924	1,01,822	1,13,000	111	122	7,25,992	7,45,000	19,008	...	33,51,088	33,63,000	11,912	...		
	Beawada extn. (East Coast State)	243	260	21	21	4,229	4,900	201	233	28,154	26,800	...	1,354	1,09,280	1,13,000	3,720	...		
	North Western (inclgd. Nowshera-Dargai 2' 6")	301	307	3,266	3,266	8,38,256	12,81,000	257	302	56,17,017	81,63,000	25,45,983	...	1,88,12,906	2,28,59,000	40,46,094	...		
	Oudh and Rohilkhand (inclgd. m. g.)	202	229	1,162	1,216	2,06,203	2,35,000	177	193	14,46,984	15,27,000	80,016	...	56,06,814	59,49,000	3,42,186	...		
	Eastern Bengal (inclgd. metre and 2' 6")	466	400	899	(a) 977	3,09,384	(a) 3,17,000	344	324	18,63,780	(a) 17,36,000	...	1,27,780	52,06,401	(a) 53,72,000	75,599	...		
	Bombay, Baroda and Central India	591	692	461	504	1,99,433	2,36,000	433	468	14,41,401	15,14,000	72,599	...	69,23,267	67,75,000	...	1,48,267		
Metro gauge.	Madras	262	275	900	905	2,41,775	2,54,000	269	281	15,63,750	16,19,000	55,250	...	50,36,387	51,71,000	1,34,613	...		
	North-East line	160	179	494	495	77,944	75,000	158	153	5,06,218	5,11,000	4,784	...	17,64,215	18,06,000	41,785	...		
	Hardwar-Dehra	145	159	33	32	3,780	4,000	118	125	28,445	25,300	...	3,145	1,07,500	1,01,000	...	6,500		
	Rajputana-Malwa (inclgd. Godhra-Rutlam-Nagda 5' 6")	213	236	1,784	1,784	2,87,652	3,38,000	161	189	22,34,307	21,55,000	...	79,307	86,29,692	79,46,000	...	6,83,692		
	Palampur-Deesa	28	32	17	17	425	500	25	29	3,090	3,100	10	...	12,271	10,900	...	1,371		
	South Indian	209	210	1,124	1,124	2,18,867	2,41,000	195	214	15,43,519	14,95,000	...	48,519	48,27,962	47,37,000	...	90,962		
	Tinnevely-Quilon	104	99	50	78	4,456	7,600	89	97	20,947	37,500	16,553	...	47,472	1,07,000	59,528	...		
	Tanjore District Board	104	101	71	99	5,990	10,100	84	102	52,340	67,300	14,960	...	1,62,974	2,09,000	46,026	...		
	Southern Mahrattā (inclgd. G.M. Fron. sec.)	109	123	1,165	1,165	1,25,766	1,48,000	105	127	8,74,969	9,52,000	77,031	...	31,08,738	35,15,000	4,06,262	...		
	Mysore section (Southern Mahrattā)	94	102	296	296	29,132	23,100	98	78	1,70,375	1,51,000	...	19,375	6,00,358	5,67,000	...	33,358		
Special gauge.	Bengal and N. W. (inclgd. Tithoot sec.)	153	176	1,330	(b) 1,406	1,76,170	(b) 1,81,000	132	129	13,07,016	(b) 11,90,000	...	1,17,016	49,14,985	(b) 49,55,000	40,015	...		
	Lucknow-Barcelly	113	130	200	200	15,807	23,200	79	116	1,46,701	1,49,000	2,299	...	583,986	6,13,000	29,014	...		
	Assam-Bengal	79	75	643	740	32,410	53,700	50	73	2,50,113	3,22,000	71,887	...	7,79,075	9,05,000	1,25,925	...		
	Burma	176	204	1,337	1,337	2,12,382	2,02,000	159	151	13,52,374	13,46,000	...	6,374	46,96,800	49,33,000	2,36,200	...		
	Jodhpur-Hyderabad (British section)	88	94	124	124	12,179	9,900	98	80	70,006	67,500	...	2,506	2,32,293	2,38,000	5,707	...		
	Nilgiri	273	319	17	17	5,192	4,300	305	253	28,034	34,700	6,666	...	1,24,653	1,24,000	...	653		
	Jorhat	67	57	28	30	1,956	1,200	70	40	13,614	9,000	...	4,614	34,617	28,500	...	6,117		
	TOTAL	276	297	21,821	22,373	49,74,764	58,95,700	228	264	3,43,91,930	3,83,16,800	39,24,270	...	12,44,80,366	13,23,94,400	79,14,034	...		
	All other Railways.																		
	Standard gauge.	Delhi-Umballa-Kalka	214	213	162	162	27,053	28,100	167	173	1,77,992	1,80,000	2,008	...	6,28,743	6,50,000	21,253	...	
Tarapur		257	292	22	22	4,385	4,600	199	209	40,261	34,700	...	5,561	1,35,686	1,33,000	...	2,686		
South Behar		121	126	79	79	8,012	7,100	101	90	59,592	53,400	...	6,192	1,92,447	2,05,000	12,553	...		
Southern Punjab (Delhi-Samastha)		93	98	425	425	34,385	52,300	81	123	3,08,131	3,44,000	1,35,869	...	7,67,676	10,09,000	2,41,324	...		
Rajpura-Bhatinda		104	180	107	107	12,576	15,600	118	146	98,267	1,00,000	1,733	...	3,65,277	3,57,000	...	8,277		
Ludhiana-Dhuri-Jakhal		81	76	79	79	6,103	6,500	77	82	39,797	39,100	...	697	1,12,946	1,20,000	7,054	...		
The Nizam's Guaranteed State		211	237	334	334	66,691	68,500	200	205	3,72,920	4,65,000	92,080	...	15,93,435	15,80,000	...	13,435		
Tapti Valley		80	91	155	155	8,483	5,000	55	36	53,473	40,200	...	7,273	2,57,531	2,37,000	...	20,531		
Petlad Cambay		68	32	32	33	1,723	2,200	54	67	12,377	14,500	2,223	...	54,722	61,000	6,278	...		
Nagda-Ujjain		51	65	34	34	1,526	900	45	26	10,274	9,500	...	774	51,771	47,300	...	4,471		
Metro gauge.	Bina-Coona-Baran	39	44	148	148	5,179	2,500	35	17	27,886	24,000	...	3,886	1,13,344	1,55,000	41,656	...		
	Bhopal-Ujjain	61	70	114	114	7,112	4,100	62	36	48,316	31,900	...	16,416	1,80,598	1,56,000	...	24,598		
	Kolar Gold-fields	405	425	10	10	4,469	4,800	447	480	27,100	31,900	4,800	...	81,157	93,500	12,343	...		
	Rohilkhand and Kumaon (Co.'s sec.)	157	158	66	66	10,377	9,300	157	141	61,406	73,100	11,694	...	2,18,998	2,37,000	18,002	...		
	Noakhali (Bengal)	30	30	30	35	794	800	23	23	3,920	5,000	1,080	...	(c) 8,852	17,700	8,838	...		
	Mymensingh-Jamalpur-Jagannathganj	97	85	51	53	4,205	3,400	82	64	21,762	18,100	...	3,662	64,497	56,100	...	8,397		
	Bengal-Doars	210	221	36	36	6,817	6,600	189	183	43,065	43,800	735	...	96,727	1,08,000	11,273	...		
	Bengal-Doars extensions	90	66	117	93	7,217	7,100												

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# SUPPLEMENT TO The Gazette of India.

No. 36. }

SIMLA, SATURDAY, SEPTEMBER 3, 1904.

## OFFICIAL PAPERS.

A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.

Non-Subscribers to the GAZETTE may receive the SUPPLEMENT separately on a payment of five Rupees per annum if delivered in Calcutta, or eight Rupees if sent by Post. The SUPPLEMENT and PART VI of the GAZETTE can also be subscribed for separately on a payment of Rupees six per annum if delivered in Calcutta or Rupees nine if sent by Post.

No Official Orders or Notifications, the Publication of which in the GAZETTE OF INDIA is required by Law, or which it has been customary to publish in the CALCUTTA GAZETTE, will be included in the SUPPLEMENT. For such Orders and Notifications the body of the GAZETTE must be looked to.

### GOVERNMENT OF INDIA. DEPARTMENT OF REVENUE AND AGRICULTURE.

**Rainfall summary for the seven days ending at 8 a.m. on Thursday, the 1st September 1904, based on the India Daily Weather Reports of the period.**

There has been no important change in the weather over India during the week under review. Calms and unusually light and unsteady winds have prevailed along the west coast, and the Arabian Sea monsoon has again almost completely failed as a rain giving current. At the west coast stations and over south India, scattered showers, increasing in amount towards the close of the week, have been received, but over the interior of the Peninsula and along the east coast the rainfall has been practically nil. Gujarat reports a few light showers during the week, but Kathiawar and the North-west Dry Area have been practically rainless.

The Bay monsoon has been fairly steady over the east of its field and lower Burma, east Bengal and Assam have received normal or slightly excessive rain. A slight storm was shown over the north-west of the Bay on the 26th and continued in that position until the 30th. This disturbance interrupted the free flow of monsoon winds north-westward, so that, though there were scattered local showers over the north-east of the Peninsula, the Central Provinces and west Bengal, there was no general rain over those areas. The heaviest falls connected with this storm were:—2.55" at Cuttack on the 26th; 0.83" at Sambalpur on the 27th; 2.60" at Seoni and 1.82" at Nagpur on the 28th; 5.00" at Raipur and 1.34" at Nagpur on the 29th; 2.77" at Patna and 2.35" at Jubbulpore on the 30th.

Westerly winds have prevailed uninterruptedly over the United Provinces and their neighbourhood, but have given—principally near the hills—occasional showers, of which the more important were:—3.11" at Dehra Dun on the 26th; 2.27" at Dehra Dun on the 27th; 0.77" at Cawnpore on the 28th; 0.72" at Gorakhpur on the 29th; and 1.44" at Bahraich on the 30th.

The weather was disturbed and showery over and near the north-west Himalayas on the 27th and between the 30th of August and the 1st of September.

The rainfall table shows that the week's rainfall was actually or practically nil over the Lahore subdivision, the North-west Dry division, Baluchistan, the Jhansi subdivision, the Indore subdivision, the Rajkot subdivision and the Deccan division. From these areas of drought the rainfall increased and averaged over 3" in the Narayangunj, Dinajpur and Raipur subdivisions and over 6" in the Burma coast and Brahmaputra divisions. The week's rainfall was normal or in slight excess over the Burma coast, east Bengal, the Brahmaputra Valley, Chota Nagpur, the east of the Central Provinces and the north coast of the Peninsula, but was more or less in defect in all other parts of the country.

The principal seasonal deficiencies are as follows:—Lahore subdivision (—39%); the North-west Dry Area (—62%); the Jubbulpore subdivision (—35%); the Indore subdivision (—57%); the Ahmedabad subdivision (—74%); the Rajkot subdivision (—64%); the West Satpuras (—41%); and the Bellary subdivision (—34%).

At the close of the week under review there were practically no indications of a change in the prevailing conditions, the winds continuing light and unsteady, and the weather fine, over western India.

RAINFALL DIVISION WITH REPRESENTATIVE STATION.	Rainfall sub-division named after representative station.	RAINFALL DATA FOR WEEK ENDING ON 1ST SEPTEMBER 1904.			RAINFALL DATA FROM 26TH APRIL 1904 TO 1ST SEPTEMBER 1904.			SEASONAL PERCENTAGE DEVIATION FROM NORMAL.	
		Average actual rainfall.	Average normal rainfall.	Excess or defect in inches.	Average actual rainfall of season to date.	Average normal rainfall.	Excess or defect in inches.	This week.	Last week.
		Inches.	Inches.	Inches.	Inches.	Inches.	Inches.		
1. Burma Coast (Rangoon)	...	6'37	6'01	+0'36	130'82	115'50	+15'32	+13	+13
2. Burma Wet (Bhamo)	...	1'73	2'90	-1'17	49'91	46'33	+3'58	+8	+11
3. Burma Dry (Mandalay)	...	0'37	1'31	-0'94	18'51	19'30	-0'79	-5	-5
4. Delta of Bengal	{ Narayanganj	3'35	3'32	+0'03	61'89	62'08	-0'19	0	0
	{ Calcutta	0'75	2'56	-1'81	49'06	43'30	+5'76	+13	+11
5. Brahmaputra Valley (Sibsagar)	...	6'72	5'00	+1'72	84'44	97'04	-12'60	-13	-11
6. Himalayas and Sub-Himalaya, East	{ Dinajpur	3'46	4'21	-0'75	63'72	70'95	-7'23	-10	-11
	{ Darbhanga	2'36	3'13	-0'77	42'94	37'56	+5'38	+14	+14
	{ Bahraich	1'16	4'21	-3'05	32'83	37'35	-4'52	-12	-11
7. Indo-Gangetic Plain, East	{ Burdwan	1'18	2'40	-1'22	38'50	40'57	-2'07	-5	-5
	{ Patna	1'85	2'68	-0'83	47'44	34'10	+13'34	+39	+41
8. Himalayas and Sub-Himalaya, West	{ Simla	1'07	2'03	-1'16	37'63	35'20	+2'45	+7	+11
	{ Ludhiana	1'28	2'29	-1'01	24'77	31'60	-6'83	-22	-23
9. Indo-Gangetic Plain, West	{ Cawnpore	0'39	2'35	-1'96	30'54	26'50	+4'04	+15	+23
	{ Lahore	0'03	1'21	-1'18	10'90	17'88	-6'98	-39	-38
10. N.-W. Dry Area (Bikaner)	...	0'07	0'37	-0'30	2'75	7'30	-4'55	-62	-61
11. Baluchistan (Quetta)	...	0	0'02	-0'02	0'24	1'32	-1'08	-82	-81
12. East Coast, North	{ Waltair	1'51	1'49	+0'02	19'04	19'21	-0'17	-1	-1
	{ Cuttack	1'49	2'13	-0'64	34'42	40'08	-5'66	-14	-13
13. East Satpuras	{ Ranchi	2'17	2'02	+0'15	52'75	42'44	+10'31	+24	+25
	{ Raipur	3'27	2'95	+0'32	30'08	40'02	-9'94	-25	-29
	{ Jabalpur	1'62	3'05	-1'43	29'84	46'25	-16'41	-35	-38
14. Central India Plateau	{ Jhansi	0'06	2'43	-2'37	42'12	34'94	+7'18	+21	+21
	{ Jaipur	0'17	1'74	-1'57	16'58	18'51	-1'93	-10	-10
	{ Indore	0'08	2'50	-2'42	14'24	32'95	-18'71	-57	-53
15. West Coast	{ Calicut	0'53	2'66	-2'13	76'80	71'61	+5'19	+7	+10
	{ Bombay	1'03	3'96	-2'93	79'92	82'65	-2'73	-3	-3
16. Gujarat	{ Ahmedabad	0'24	1'09	-0'85	7'94	31'02	-23'08	-74	-71
	{ Rajkot	0'01	0'70	-0'69	6'21	17'48	-11'27	-64	-61
17. West Satpuras (Akola)	...	0'88	1'75	-0'87	14'06	23'66	-9'60	-41	-40
18. Deccan	{ Bellary	0'02	1'11	-1'09	8'48	12'87	-4'39	-34	-28
	{ Bijapur	0'09	1'07	-0'98	12'62	17'86	-5'24	-29	-25
	{ Hyderabad	0	1'65	-1'65	12'81	18'14	-5'33	-29	-27
19. South India	{ Mysore	0'25	1'04	-0'79	16'95	14'37	+2'58	+18	+18
	{ Madura	0'70	1'00	-0'30	10'73	10'74	-0'01	0	0
20. East Coast South (Madras)	...	0'24	1'09	-0'85	8'04	9'01	-0'97	-11	-11

W. L. DALLAS,

for Meteorological Reporter to the Government of India  
and Director General of Indian Observatories

J. WILSON,

Secretary to the Government of India.

SIMLA:

The 1st September, 1904.

GOVERNMENT OF INDIA.  
HOME DEPARTMENT.

SANITARY.  
PLAGUE.

*Simla, the 1st September, 1904.*

The following statement of plague seizures and deaths reported in India, during the week ending the 27th August 1904, is published for general information :

Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
BOMBAY PRESIDENCY AND SIND.	Northern.	Bombay City	B., R. & C. I. & C. I. P.	58	57
		Dholera Port			
		Ahmedabad City	B., B. & C. I.	1 (a)	2 (b)
		Gogha Port			
		Ahmedabad District	B., B. & C. I. & B. G. J. P.	225	120
		Broach Port			
		Broach District		33	27
		Panch Mahals District		98	40
		Kaira District		320	159
		Palanpur State		27	14
		Ravakantha State		3	2
		Mahikanta "		74	33
		Bulnar Port		1	1
		Surat Town and Port		102	102
		Surat District		146	106
		Jhara Port			
		Bandra Port	B., B. & C. I.	4	2
		Utta			
		Vesava "			
		Kelva "			
		Trombay "	G. I. P.		
		Tarapur "	B., B. & C. I.		
		Manori "			
		Mahim "			
		Dharu "			
		Bhiwadi "	G. I. P.	22	19
		Agachi "	B., B. & C. I.		
		Shirgaon "			
		Bassein "			
		Kalyan "	G. I. P.	13	7
		Thana "		7	3
		Umbergaon Port	B., B. & C. I.		
		Kon "			
		Thana District	G. I. P. & B., B. & C. I.	11	12
	Central.	Ahmednagar District	Dhond and Mahmud (G. I. P.)	302	211
		Khapdash "	B., B. & C. I. & G. I. P.	409	240
		Nasik "	G. I. P. & N. G.	465	314
		Poona City	S. M. & G. I. P.	2	2
		Poona District	S. M. & G. I. P.	116	30
		Sabara "	S. M.	427	233
		Sholapur District	G. I. P., S. M. & Bars	196	143

(a) Imported case.

(b) 20 cases.

Presidency or Province.	Division.	District and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague sources.	Plague cases.
BOMBAY PRESIDENCY AND SIINDH.	Southern.	Allbays Port			
		Paavol			
		Rohol			
		Rohol			
		Rohol			
		Rohol			
		Rohol			
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		Rohol			
		Rohol			
		Rohol			
		Rohol			
		Rohol			
	Sind.	Kolaba District	G. I. P.	19	20
		Ratnagiri Port		7	7
		Visadung			
		Harnai			
		Rajapur			
		Venguria			
		Jaitapur			
		Dabhal			
		Joigad			
		Doogad			
		Ratnagiri District		21	15
		Belgaum	S. M.	716	111
		Hubli Town		2	1
		Dharwar District	29	536	370
		Karwar Port			
		Akole			
		Kumta			
		Savantvadi State			
		Bijapur District	S. M. & G. I. P.	804	714
		Kandora		15	8
		Karachi Town and Port	N. W.	4	1
		Karachi District	29		
		Hyderabad Town	10	1 (a)	1
		Hyderabad District	21 & J. B.		
		Thar and Parkar District	J. B.		
		Larkhana	N. W.		
		Sukkar District	22		
		Khairpur State	22		
	Political charges.	Ahalkot State		35	24
		Aundh State		46	30
		Tona Port			
		Mandvi		2	2
		Mundra			
		Jakau			
		Cutch State		16	10
		Cambay	B., B. & C. I.	68	14
		Savapur		19	
		Bhor			
		Porbandar Port	B. G. J. P.		
		Jamnagar Town and Port			
		Bhavnagar Town and Port	B. G. J. P.		
		Mongrol Port			
		Jodia Port			
		Sakaya		2	

(a) Imported cases.



Agency Division.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague incubated.	Plague cases.
Bombay Presidency and Sind.	Political charges.	Jafra Port			
		Veraval			
		Vavania			
		Kathiawar State	B., B. & C. I., Mow. & B. G. J. P.	692	450
		Kolhapur Town	S. M.	98	15
		Kolhapur and Southern Mahratta Country	S. M.	471	388
		Sachin State	B., B. & C. I.		
		Dharampur			
		Srivardhan Port			
		Murud		5	9
		Barimandla			
		Nandgaon			
		Janjira			
		Janjira State			
		Velan Port			
		Billimora	B., B. & C. I.	22	2
		Kodinar		10	5
		Baroda City	B., B. & C. I.	3	3
		Baroda State		349	346
		Jath			
		Bijapur State	S. M. & G. I. P.		
		Surat	B., B. & C. I.	18	10
		Aden			
		TOTAL		7,041	4,900
		Salem Town	Madras		
		Salem District		65 (g)	44 (h)
		Bellary Cantonment	S. M.		
		Bellary Town			
		Bellary District	11 & Madras...	518 (c)	371 (f)
		Coimbatore Town	Madras		
		Coimbatore District	Madras, S. I. & Nilgiri	137 (a)	110 (e)
		Nilgiris	Madras	6 (d)	3 (h)
		North Arcot	S. I. & Madras...	7 (a)	11 (b)
		South Arcot District			
		Uddalora Port			
		Tinnevely District			
		Malabar	Madras		
		Cuddapah	S. I. & Madras...	3	4
		Mangalore Port		6	7
		Ermala			
		South Canara District		1	1
		Madras City	Madras and S. I.		
		Chingleput District	S. I. & Madras	1	1
		Godaveri	Madras		
		Tanjore	S. I.		
		Anantapur	Madras, S. I. & S. M.	49 (b)	41 (d)
		Madura	S. I.		
		Trichinopoly		2 (g)	1 (k)
		Cochin State			
		Kurnool District		1 (k)	2
		TOTAL		816	593

(a) Three imported cases.  
 (b) Four imported cases.  
 (c) Nineteen " "  
 (d) Two " "  
 (e) Nine " "

(f) Thirteen imported cases.  
 (g) Five " "  
 (h) One " "  
 (i) Imported cases.  
 (k) Imported cases.

Presidency or Province.	Division.	Districts and Stations, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
Bengal.	Presidency	Calcutta	E. I., E. B. S. & B. N.	5	5
		Nadia District	E. B. S. & B. C. & E. K.		
		24 Parganas District	E. B. S., B. C. & E. I.	1	1
		Khulna	B. C.		
	Burdwan	Midnapore District	B. N. E.		
		Howrah Town	B. N. & H. A.		
		Howrah District	E. I., B. N. & H. A. & H. S.		
		Burdwan			
		Birbham			
	Patna	Champaran District	B. & N. W.		
		Chapra Town			
		Saran District		128	101
		Gaya Town	E. I.		
		Gaya District		81	16
		Muzaffarpur District	B. & N. W.	15	13
		Muzaffarpur Town			
		Darbhanga District		4	3
		Shahabad District	E. I.	30	24
		Patna City		122	122
		Patna District		66	40
	Bhagalpur	Monghyr Town		12	12
		Monghyr District			
		Bhagalpur Town			
		Bhagalpur District	& B. & N. W.		
	Chota Nagpur	Sonthal Parganas District			
		Palaman District			
	Orissa	Hazaribagh District		11 (a)	4
		Cuttack District	B. N. E.		
	TOTAL			427	280
United Provinces.	Allahabad	Allahabad City	E. I.	12	3
		Allahabad District	& O. & B.	8	7
		Cawnpore City	E. I., O. & B., E., B. & O. L. & G. I. P. (I. M. Sec.)	1	1
		Cawnpore District			
		Fatehpur	E. I.		1
		Banda District	G. I. P. (I. M. Sec.) & E. I. R.		
		Jhansi City			
		Jhansi District			
	Benares	Hamirpur			
		Jalaun		30	18
		Benares Cantonment	B. & N. W. & O. & B.		
		Benares City		3	3
		Benares District	B. & N. W., O. & B. & E. I.		
		Ballia	B. & N. W.	87	20
		Jaunpur City	O. & B.		
		Jaunpur District	& B. & N. W.	54	19
		Ghazipur	E. I. & B. & N. W.	143	28
		Mirzapur City	E. I.		
		Mirzapur District	& O. & B.	16	10

(a) Including 3 seizures and 2 deaths of week ending 20th August 1904.

Residency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.				Plague seizures.	Plague deaths.
UNITED PROVINCE.	Fyzabad	Bahraich District	B. & N. W.					
		Gonda						
		Partabgarh	O. & R.				1	1
		Sultanpur					1	
		Ajodhia						
		Fyzabad City						
		Fyzabad District					14	11
	Gorakhpur	Bara Banki Town	B. & N. W.					
		Bara Banki District		O. & R.			3	3
		Asansgarh City	B. & N. W. & O. & R.					
		Asansgarh District					17	13
		Gorakhpur City	B. & N. W.					
		Gorakhpur District					18	11
		Rashti District					6	6
	Meerut	Meerut City	N. W.					
		Meerut Cantonment						
		Meerut District	N. W., O. & R. & E. I.					
		Musaamagar City	N. W.					
		Musaamagar District					7	7
		Aligarh	E. I. & O. & R.				8 (c)	6 (c)
		Saharanpur City						
	Lucknow	Saharanpur District	O. & R. & N. W.				23	25
		Hardwar Union						
		Boorkee Town						
		Bulandshahr District	E. I. & O. & R.					
		Dehra Dun	B. & N. W. & O. & R.					
		Unao District	O. & R. & B. & N. W.				4	4
		Lucknow City	B. & N. W. & E. K.				9	6
		Lucknow District					9	10
		Hardoi	O. & R.				5	2
		Rae Bareilly					3	3
	Agra	Sitapur	R. K.					
		Khari						
		Etawah City	E. I.					
		Etawah District						
		Fatehgarh	B. B. & C. I.					
		Farrukhabad Town						
		Farrukhabad District					5	6
		Mainpuri	E. I.				3	3
		Agra City	B. B. & C. I., G. I. P. & E. I.					
		Agra District					5	2
		Etah						
		Muttra						
		Rohilkhand	Muttra City					
	Bareilly City		B. & K. & O. & R.				11	9
Bareilly District								
Shahjahanpur District			O. & R.					
Shahjahanpur City								
Budaun District								
Bijnor Town								
Kumaon	Bijnor District	O. & R.				5	5	
	Naini Tal	O. & R.						
	Garhwal District					15	15	
TOTAL							535	395

Figures for 2 weeks ending 27th August 1904.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague seizures.	Plague deaths.
PUNJAB.	Jullundur	Ludhiana District	N. W.	2	1
		Jullundur "	"	10	8
		Hoshiarpur District	N. W.	2	1
		Ferozepur	"	2	1
		Kangra "	"	2	1
	Lahore	Amritsar City	N. W.	2	1
		Amritsar District	"	2	1
		Gurdaspur "	"	2	1
		Lahore "	"	2	1
		Lahore Municipality	"	2	1
		Gujranwala District	"	2	1
		Sialkot "	"	2	1
	Rawalpindi	Montgomery "	"	2	1
		Rawalpindi District	N. W.	2	1
		Gujrat "	"	2	1
		Shahpur "	"	2	1
	Multan	Jhelum "	"	2	1
		Jhang "	"	2	1
		Multan "	"	2	1
	Delhi	Mianwali "	"	2	1
		Gurgaon "	B. B. & C. I.	2	1
		Delhi City	E. I., O. & B., B. B. & C. I., & N. W.	5	2
		Delhi District	"	2	1
		Hissar "	B. B. & C. I. & N. W.	13	10
		Karnal "	E. I.	4	1
		Simla "	S. K.	2	1
		Amballa "	N. W. & E. I.	20	18
		Meerut "	N. W.	4	2
	Nerbudda	Patna City	Rajpura-Bhatinda (N. W. Ry.)	2	1
		Patna State	N. W., E. I., B. B. & C. I. & J. B.	42	30
		TOTAL		118	94
		Burhanpur Town	"	1 (b)	1
		Nimar District	G. I. P. & B. B. & C. I.	16	12
		Hoshangabad Town	"	2	1
		Hoshangabad District	"	9 (a)	7
		Narsingpur Town	"	2	1
		Narsingpur District	"	3	1
		Chhindwara "	B. N.	13	10
		Khandwa Town	B. B. & C. I. & G. I. P.	2	1
		Betul District	"	2	1

(a) Two imported cases.

(b) Imported case.

Agency Province	Division	Districts and States, and Towns of 30,000 or more inhabitants.	Traversed by what railways.				Plague measures.	Plague deaths.
CENTRAL PROVINCES (including Berar).	Nagpur	Nagpur City	B. N. & G. I. P.					
		Nagpur District					74 (a)	45 (a)
		Wardha Town	G. I. P.					
		Wardha District						
		Chanda "						
		Bhandara Town	B. N.					
		Bhandara District						
		Balaghat "						
		Balaghat Town	E. I. & G. I. P.					
	Jubbulpore	Jubbulpore Town						1
		Jubbulpore District	E. I. & G. I. P.				28	16
		Damoh Town	G. I. P. (I. M. Sec.)					
		Damoh District						
		Saugor Cantonment						
		Saugor Town						
		Saugor District					9	1
		Sooni District	B. N.					
		Mandla "						
	Chhattisgarh	Bilaspur Town						
		Bilaspur District						
		Raipur "						
		Sambalpur "						
MYSORE STATE.		Akola District	G. I. P.				122	79
		Buldana "						
		Wan "						
		Basim "					8	7
		Amraoti "	G. I. P.					
		Ellichpur "					23	16
		Yeshmal "						
			TOTAL				204	194
		Bangalore City	S. M. & Madras				19	13
		Bangalore Civil and Military Station					53	40
		Bangalore District					217	160
		Mysore City					20	15
		Mysore District	" & Madras				116	144
		Kolar "	Madras and S. M.				113	92
		Kolar Gold Fields					41	28
		Gumkur District	S. M.				12	7
		Shimoga "					68	46
		Chitaldrug "					125	83
		Kodur "					178	124
		Hasan "					56	43
			TOTAL				1,078	794
							4	3
			TOTAL				4	3

(a) Two imported cases.

Presidency or Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.	Plague squares.	Plague deaths.
HYDERABAD STATE.		Aurangabad District	N. G. S.	57	
		Bir		84	
		Hyderabad	N. G. S.		
		Indur			
		Umanabad	G. I. P. & Bard	(a) 10	(a)
		Lingnagar	S. M.	173	
		Parbhani	N. G. S.		
		Raichur	G. I. P. & Madras	63	
		Gulbarga	G. I. P. & N. G. S.	100	
		Nander	N. G. S.		
		TOTAL		487	
CENTRAL INDIA.		Indore City	B., B. & C. I.	(b) 48	(b)
		Indore State...	15 37	57	
		Ujjain City	27 22		
		Gwalior			
		Gwalior State	B., B. & C. I., G. I. P.		
		Dhar	G. I. P. (I. M. Sec.) & Gwalior		
		Pathari State	G. I. P. (I. M. Sec.)		
		Bhopal City			
		Bhopal State	G. I. P.	(b) 1	(b)
		Mhow Cantonment	B., B. & C. I. (Rajputana-Malwa)		
		Nimach	22 12 100		
		Indore Residency	10 10	34	
		Rutlam City	B., B. & C. I.		
		Rutlam State	12 14 300	(b) 234	(b) 19
		Dewas Town			
		Dewas State	G. I. P.	(c) 5	(c)
		Narsinggarh State			
		Guaranteed Holdings (Malwa Agency)		36	1
		Tonk State (portion in Central India)	G. I. P.	(b) 64	(b) 5
		Sehore	10		
		Bailana	B., B. & C. I.	27	1
		Piploda District			
		Bugli State			
		Jhabua	B., B. & C. I.		
		Jaora	10 12 100	(b) 12	(b)
		Jaora Town	12 10 100		
		Agar Military Station			
		Manpur			
		Sitaman State			
		Rajgarh		(b) 7	(b)
		Kurwai			
		TOTAL		528	28
RAJPUTANA.		Ajmer			
		Ajmer District		16	
		Abu Road			
		Mowar State	B., B. & C. I.	50	
		Partabgarh State	10 10	(b) 98	(b) 10
		Chitor (Udaipur State)	10 10 100		
		Tonk State	10 10 100	35	
		Marwar	J. B.		
		Jaipur	11	3	

(a) Figures for the period from 16th to 22nd August 1904.  
 (b) Figures for week ending 20th August 1904.  
 (c) Figures for two weeks ending 27th August 1904.

Residency Province.	Division.	Districts and States, and Towns of 50,000 or more inhabitants.	Traversed by what railways.							Plague seizures.	Plague deaths.
RAJPUTANA		Kishengarh Town	...	...	...	C. I.	...	...	...	...	...
		Bikaner State	...	...	...	J. B.	...	...	...	...	...
		Jhalawar "	...	...	...	...	...	...	...	80 (b)	18 (b)
		Kotah State	...	...	...	...	...	...	...	...	...
		Sirohi "	...	...	...	B. B. & C. I.	...	...	...	...	...
		Shahpura State	...	...	...	...	...	...	...	...	...
		Alwar "	...	...	...	B. B. & C. I.	...	...	...	...	...
		Banswara Town	...	...	...	...	...	...	...	...	...
		Bharatpur State	...	...	...	...	...	...	...	...	...
		Total							...	232	200
JAMMU		Hemirpur-Sidhan (Akhner Tehsil)	...	...	...	...	...	...	...	...	...
		Jammu City	...	...	...	...	...	...	...	...	...
		Jammu Province	...	...	...	N. W.	...	...	...	...	...
		Total							...	...	...
N.W. P. PROVINCE.		Abbottabad Town	...	...	...	...	...	...	...	...	...
		Harara District	...	...	...	...	...	...	...	...	...
		Peshawar Town	...	...	...	...	...	...	...	...	...
		Peshawar District	...	...	...	...	...	...	...	...	...
		Total							...	...	...
BALUCHIS- TAN.		Sonmiani	...	...	...	...	...	...	...	...	...
		Hirok	...	...	...	N. W.	...	...	...	...	...
		Shi	...	...	...	...	...	...	...	...	...
		Total							...	...	...
GRAND TOTAL							...	11,360	8,304		

(b) Figures for week ending 30th August 1904.

H. H. RISLEY,  
Secretary to the Government of India.

## GOVERNMENT OF INDIA.

## DEPARTMENT OF REVENUE AND AGRICULTURE.

Season and Crop Prospects for the week ending Saturday,  
27th August 1904.

**Madras.**—Rainfall *nil* in Anantapur, North Arcot, Coimbatore and parts of the Southern districts; good in parts of the Circars; and light to fair elsewhere. Irrigation supplies are insufficient in parts of the Circars, the Deccan, South Arcot, Salem and the Southern districts. Ploughing, sowing and transplanting are in progress generally. The standing crops are generally in good condition, but some require rain in parts of the Circars, the Deccan and Chingleput. Harvests continue in parts with fair to normal outturn. Pasture is scanty in parts of Kistna, the Deccan, Nellore and the Southern districts, but fodder is procurable. The condition of cattle is good. Prices are almost stationary except in Kurnool where dry food-grains have risen.

**Bombay.**—The rainfall during the week was moderate in parts of the Konkan, Nasik and Dharwar; and very slight in parts of Gujarat, Khandesh, Ahmednagar, Poona, Sholapur, Satara and Belgaum. More rain is urgently needed. Inundation is fair in Sindh. Sowing of autumn crops is completed in Sukkur and Hyderabad, and continues in parts of Karachi, Larkana and Thar and Parkar, but is retarded in parts of Khandesh, Nasik, Poona, Satara, Belgaum and Bijapur. Transplantation has been completed in Hyderabad, and continues in parts of Larkana, the Upper Sindh Frontier and Belgaum, but is retarded in parts of Kaira. Autumn crops have been slightly damaged by locusts in parts of Kolaba, Ratnagiri and Khandesh; by rats in parts of Karachi, Hyderabad and Bijapur; by insects in parts of Karachi, Surat and Khandesh; and are suffering from want of sufficient moisture in parts of Thar and Parkar, Gujarat, the Deccan, Carnatic and Baroda. The fodder-supply is sufficient except in parts of Karachi, Sukkur, Larkana, Broach, Surat, the Deccan and Bijapur. Agricultural stock is sufficient and in good condition except in parts of Ahmednagar and Sholapur. The water-supply is adequate except in parts of Surat, Khandesh, Nasik, Sholapur, Satara, Carnatic and Baroda. Prices of food-grains have risen in twelve districts, and are stationary elsewhere.

**Bengal.**—The rainfall during the week was general and moderately heavy in some places. More rain is needed in Purnea. Considerable damage to autumn crops has been caused by floods in the Begusarai subdivision and in thana Gogra in the district of Monghyr. Autumn crops have also been much damaged by floods in Malda. In parts of Hooghly, Murshidabad, and the Sonthal Parganas the crops are still suffering from the effects of the floods. Sugarcane is doing well. Harvesting of autumn crops has commenced. Transplantation of winter rice is approaching completion. Prospects are fair. The price of common rice has risen in three districts; fallen in five; and is stationary in the remainder.

**United Provinces.**—The rainfall of the week was general and in some places heavy, but there was a short break which greatly benefited agricultural operations. Slight damage to crops in low lying lands by excessive rain and flooding is reported in some districts. The early autumn crops are being harvested. Prospects in Hamirpur have slightly improved, owing to clear weather. Preparation of fields for spring crops is in progress. Supplies and fodder are sufficient and prices are stationary.

**Punjab.**—Good rain has fallen in Delhi, Rawalpindi and in parts of Hissar, Umballa and Sialkot. Slight showers have also been reported from parts of other districts, except Shahpur and Mooltan. More rain is urgently wanted in Hissar, Jullundur, Ferozepore, Lahore, Amritsar, Sialkot, Shahpur, Mianwali and in the Sadr tahsil of Umballa. The price of wheat is falling in Hissar, Umballa, Jullundur and Amritsar, and rising in Delhi, Ferozepore, Lahore and Sialkot; and is stationary elsewhere. The prices of other food-grains are fluctuating. Sowings of autumn crops are in progress in parts of Ferozepore, Lahore and Shahpur, and are finished in Hissar and Sialkot. Unirrigated lands have not generally been sown in Lahore, Ferozepore and Mooltan for want of rain. Ploughings for spring crops continue in Jullundur and Amritsar, and have commenced in Sialkot. The condition of the standing crops is said to be good in Hissar, Delhi and in parts of Umballa, Ferozepore and Sialkot; average in Jullundur, Mooltan and in parts of Mianwali; and below average in Lahore, Amritsar and Shahpur. Crops are suffering for want of rain in most districts. The sugarcane crop has been damaged in parts of Jullundur. Cattle are generally in good condition. Fodder is said to be sufficient in all districts, except in parts of Lahore.

**North-West Frontier Province.**—Rainfall during the week—Hazara 3 inches, Peshawar half an inch and slight or none elsewhere. More rain is required everywhere, except in Hazara. The standing crops are in fairly good condition, but in places maize and *jwar* have been damaged by hot winds. Canal irrigation is satisfactory. The Indus is subsiding at Dera Ismail Khan. Stocks of fodder and food-grains are generally sufficient. Prices have risen sharply in Peshawar and Dera Ismail Khan.

**Burma.**—The rainfall of the week was heavy in Pegu and generally moderate elsewhere. Sowing of wet-weather paddy has been completed in places and transplanting is in



progress. Reaping of early wet-weather paddy has commenced in the Southern Shan States. Reaping of early sesamum has begun in Minbu, Magwe, Sagaing, Yamethin and Myingyan, and continues in other districts. Sowing of *juar* is still going on in the Pyapon and Paon subdivisions of Thaton. Considerable areas have been destroyed by floods, also some crops in the Singaing township of Kyaukse. Floods have been reported in the eastern parts of the Payagale township of Pegu. Paddy plants in the Minla and Sindaungwe townships of Thayetmyo and sesamum in parts of the Yenangyaung, Magwe and Myingun townships of Magwe have been damaged owing to insufficiency of rain. Crop prospects are favourable on the whole. The price of paddy has risen considerably in Henzada and Mandalay and slightly in three districts; fallen slightly in one district; but is otherwise unchanged.

**Central Provinces.**—There was good rain during the week in Jubbulpore, Seoni, Narsingpur, Nagpur, Bhandara, Balaghat, Raipur and Bilaspur and light rain elsewhere; except in Nimar and Berar where no rain fell. Excessive rain has caused some damage to *juar*, *til* and cotton in parts of Saugor and Damoh. The break experienced during the week was beneficial. The deficiency of rainfall has resulted in the following damages:—Crops in the hilly tracts of Hoshangabad and on light soil in Nimar have begun to wither; rice in nurseries in the Umrer tahsil of Nagpur district and on high sandy land in the Chanda district has withered; delay in transplantation in west Bhandara has damaged rice; rice transplanting in small areas of Balaghat and Raipur is still delayed for want of rain; crops have begun to wither in places in Ellichpur; elsewhere crops are excellent to fair. More rain is urgently needed in Hoshangabad, Nimar, Betul, Chhindwara, Bhandara, Balaghat, Chanda and the Berar division. The only large areas which at present give cause for anxiety are the Betul, Nimar, Chanda and all Berar districts, and the hilly tracts of Hoshangabad. Weeding of autumn crops is in progress. Land is being prepared for winter sowings in Saugor, Damoh, Hoshangabad, Chhindwara, Wardha, Nagpur and Berar. Some damage is being caused by hoppers in parts of Nimar, Nagpur and Basim, and hoppers have been reported also from Chhindwara, Betul, Hoshangabad, Wardha and Chanda and the rest of the Berar districts. Scarcity of fodder is reported from parts of Akola, Amraoti, Buldana and Ellichpur. Prices show a tendency to rise in Betul, Hoshangabad, Chanda, Nimar and Balaghat.

**Assam.**—There was rain in all districts during the week except in Kamrup where rain is wanted for late rice. Harvesting of early rice; transplanting of late rice; plucking and manufacture of tea; and cutting of jute are in progress. Rice has suffered from floods in Cachar. Insects are damaging late rice seedlings in parts of Sibsagar. Prospects of early rice are indifferent in Lower Assam and fair in other districts. Tea is retarded in Cachar by cold, elsewhere the crop is thriving. Prospects of late broadcast rice, sugarcane and cotton are generally fair, and of jute poor. Prices of common rice—Sylhet, 17; Dhubri, 16; Silchar, 15; Tezpur 14; and Gauhati, Nowgong, Sibsagar and Dibrugarh, 13 seers per rupee.

**Mysore.**—There was slight rain throughout the Province during the week. Prices are generally steady. The standing crops are in fair condition. Prospects of the season are good. Cattle are healthy except in parts of Chitaldroog. Water and fodder are available.

**Coorg.**—Rainfall—39 cents. Transplanting of rice and picking of cardamom continue. Prices of food-grains are normal. Water and fodder are ample.

**Hyderabad.**—Rainfall—4 cents. Autumn crops are withering in sixty-eight talukas. Early rice sowings have been suspended in parts. Weeding of autumn crops and early rice continues in parts. Rain is urgently required. Fodder and water are scarce in some talukas. Prices—wheat 12½; rice 11; and *juar* 25½ seers per *halli* rupee.

**Rajputana.**—Rain fell throughout Rajputana during the week, except in Jaisalmer and Sirohi, and the Mewar hilly tracts. The maximum fall was in Alwar—6 inches 57 cents and the minimum 13 cents in Bikaner and Mewar. More rain is needed in Marwar and Jaisalmer, the Mewar Hilly tracts and in parts of Bikaner. Agricultural operations are generally satisfactory. Sowing and weeding of autumn crops are in progress. The standing crops and prospects are generally good. There has been some damage to crops in the Bharatpur State owing to heavy floods. Agricultural stock are in a satisfactory condition. Fodder is sufficient. Prices are rising in three States; falling in three; and are steady elsewhere.

**Central India.**—The rainfall of the week was partial in Indore, Malwa and Bhopawar and general elsewhere. It was insufficient in parts of Indore, Malwa and in Bhopawar and sufficient elsewhere. Agricultural operations are in progress everywhere. The crops have been slightly damaged by excessive rain in parts of Gwalior, Bundelkhand and Baghelkhand; are withering for want of rain or have been injured by insects in parts of Indore, Malwa and Bhopawar; are in good condition in Bhopal; and average elsewhere. Agricultural stock and pasturage are generally in good condition. Prices are rising in Baghelkhand, Malwa and Bhopawar and are normal elsewhere.

**Kashmir.**—The weather is bright and warm. Prices are stationary.

**Jammu.**—There was good rain during the week. Prices are stationary. Wheat sells from 13 to 14 and maize 14 to 44 seers per rupee. The condition of the standing crops is fair. Fodder is sufficient. Recent rain has benefited the standing crops.

**Nepal.**—Rainfall 2·44 inches. Moderate rain continues. The standing crops are in good condition. The price of rice is 6½ seers the rupee.

J. WILSON,

Secretary to the Government of India.

**Enclosure No. 1 to Government of India, Public Works Department,  
Notification No. 277, dated 30th August 1904.**

*Report of the Commission appointed to enquire whether it is practicable and, if so, whether it is desirable to establish a depot for the export of coal in the neighbourhood of Luff Point on the Hooghly.*

The Commission was appointed by instructions given in letter No. 1510 R.C., dated 25th September 1903, from the Secretary to the Government of India, Public Works Department, Railways. The following gentlemen were appointed members :

- (1) The Hon'ble Mr. W. A. Inglis, Secretary to the Government of Bengal, Irrigation and Marine Departments, President.
- (2) The Hon'ble Mr. E. Cable, President of the Bengal Chamber of Commerce.
- (3) Mr. A. Thöle, merchant, Karachi.
- (4) Mr. E. I. Shadbolt, Consulting Engineer for Railways, Madras.
- (5) Captain W. S. Goodridge, R.N., C.I.E., Director of the Royal Indian Marine, Bombay.

Captain T. H. Heming, R.N. (retired), officer in charge of the Marine Survey of India, was appointed by the Government of India to assist Captain Goodridge in the enquiry.

The services of Mr. C. B. Bayley, Assistant Secretary, Marine Department, were placed at the disposal of the Commission by the Bengal Government.

The Commission has been asked to investigate and to advise the Government of India on the following questions :

- (a) The facilities required at Luff Point on the right bank of the Hooghly river for the accommodation and shipment of coal, and whether they can be provided.
- (b) The agency which should provide the works and control the business at Luff Point.

We have now to submit the following report, which will show how we conducted this enquiry and the conclusions we have come to.

**PROCEEDINGS.**

Shortly after the Commission was appointed, the fact was notified in the public Press and expressions of opinion from those interested were invited. Written statements have been received giving the views of several Associations, and we have heard at our public meetings the opinions and arguments of a considerable number of the advocates for, and the opponents of, the scheme. A complete list of all the witnesses who were heard at meetings of the Commission and of all written documents received is appended.

We commenced the enquiry by an inspection of the present arrangements for dealing with export coal at the Kidderpore Docks, and we paid a visit to Luff Point accompanied by, and as the guests of, the Lieutenant-Governor of Bengal.

We have held seven public sittings. The oral evidence was recorded by a qualified reporter and was printed daily. The full record of the proceedings at these sittings will be found appended to the report.

**PART I.**

*Introductory.*

The question of the formation of a coal port in the neighbourhood of Luff Point has been debated for several years. There is no occasion to recapitulate

the previous history, and it will be sufficient merely to indicate what has more immediately led to the present enquiry.

In February 1903, the Agent and Chief Engineer, Bengal-Nagpur railway, submitted, for the favourable consideration of the Government of India, a proposal, which had been laid before him by the Managing Agents of the British India Steam Navigation Company, for the formation of a depôt for the loading of coal in steamers at a point on the right (south) bank of the Hooghly a little above Luff Point, similar to that which the British India Steam Navigation Company already have at Brace Bridge Hall. The Agent also stated that several other firms who are interested in the export trade in coal were equally anxious to establish a loading berth for export coal at the same place. The Government of India thereupon decided that it was necessary to have a full enquiry.

2. In proceeding to consider what answer should be given to the question what facilities are required at Luff Point, the first point that naturally suggests itself is whether the coal industry is dissatisfied with the facilities which already exist at the Kidderpore Docks. We have not found any present dissatisfaction either with respect to the rail communication from the coal-fields to the port or with respect to the shipping of coal at the docks. There have been complaints in the past, but defects have been remedied. Doubtless, improvements can still be made which will accelerate despatch and possibly cheapen the cost to the shippers, but speaking generally, we consider that the docks are quite capable of dealing with the present trade in export coal, and that there is room to deal with such expansion as may be expected.

3. In this respect, we concur with the conclusion which Mr. Baker's Committee of 1900-1901 expressed in paragraph 131 of their report, which for convenience we repeat here :—

"The same considerations lead us to the conclusion, which we desire to emphasize strongly, that there is no present necessity to seek relief for a trade that is sufficiently provided for at Kidderpore by the construction of a new coal dock either at Kidderpore, at Luff Point, or elsewhere. Schemes such as that for constructing a new coal dock at or near Luff Point, can only be worth considering if it can be shown that a reduction of charges is practicable below the figure to which they can be reduced at Kidderpore. It is true that Kidderpore is not the nearest point from which the produce of the Bengal coal-fields could reach the sea. It is true that it is separated from them by the Hooghly river. But the difference in distance is trifling. There is reason to suppose that additional railway communication with Calcutta, on one or both sides of the river, will before long have to be provided for general traffic, and if our inferences from the evidence before us are correct, there is little reason to expect that the export coal trade will grow to such a figure as to require an entirely new and independent railway to the sea. The trade of the port must eventually bear the whole of the charges involved in such proposals. As long as existing arrangements suffice, and we believe they will suffice for many years to come, any proposal for large capital expenditure elsewhere to supplement them seems altogether premature. We have no desire to dogmatize on so uncertain a matter, and we are perfectly alive to the possibility that our forecast of the future course of the coal trade may be falsified by results. But it is the best we have been able to make after careful weighing of the information placed before us. And if, as we anticipate, it proves to be approximately correct, we are clearly of opinion that the total volume of the export trade in coal, present and prospective, is not sufficient to make it economical or necessary to divide it between two ports of shipment."

## PART II.

### *Physical conditions.*

We have then to consider Luff Point on its own merits, and to enquire whether the advantages it might offer for the export of coal are distinctly greater than those now given or which can be given at Kidderpore.

2. The first point to be established is whether the physical conditions at Luff Point are such as to admit of facilities being provided for the shipment of coal at some reasonable cost.

3. Mr. Beckett, the Acting Agent and Chief Engineer of the Bengal-Nagpur railway, has put before us a scheme for erecting jetties in Puppies Parlour, a little above Luff Point.

Puppies Parlour is a bay which has been formed by the action of natural forces. A lithographed plan showing the bay and the proposed jetties is appended. The chord of the bow is about 1,700 feet and the shore line is recessed from 500 to 700 feet. This bay or parlour is out of the action of the direct run of the tide, but is subject to reverse eddies of varying force at the different states of tide and at different seasons of the year. We have not been able to ascertain when this bay was first formed or the precise manner in which the forces of nature have acted in forming and maintaining it. It is, however, established that the bay has been in existence for many years and has generally maintained its form relatively to the general shore line of the right bank of the river in this neighbourhood. Mr. Beckett has put forward a plan which provides for four jetties, two of which could accommodate large vessels, and two which could only take vessels of moderate size. No further accommodation could be given unless a dock were constructed.

The points for consideration are—

*First.*—Can jetties be erected and maintained in this bay?

*Second.*—Could vessels be berthed and unberthed without risk to themselves and without interference with the fairway of the river?

*Third.*—Could vessels lie safely at the jetties at all times of the year?

*Fourth.*—Are the risks of cyclonic storms and storm-waves greater here than elsewhere?

5. On the first point we were satisfied that there would be no particular difficulty in erecting jetties, but we consider that the cost of maintaining them as fixtures would be very considerable.

The question of the extent to which erosion has taken place and is still taking place at this part of the river bank has been debated with some vigour.

Captain T. H. Heming, R. N. (retired), officer in charge of the Marine Survey of India, who was appointed by the Government of India to assist Captain Goodridge, has made a careful examination of the various maps and charts which we have been able to obtain. His report will be found among the appendices. His conclusion, which we accept, is as follows:

"The comparison between these different surveys must be considered as giving the amount of erosion approximately only, the scales the different work is plotted on not being sufficiently large to admit of exact measurements.

"When, however, surveys from different sources agree so nearly, there can be no doubt that serious erosion has taken place at Luff Point, and I have no hesitation in stating that in my opinion this erosion must have amounted to something like 300 feet in the past thirty years, that is, about 10 feet annually.

Now, if it were merely a question of holding a fixed point on the bank of the river, such as the abutment of a bridge, there would probably be no great difficulty in dealing with an erosive action of the extent indicated. It is, however, quite a different matter if it is necessary to maintain a considerable length of bank. The whole value of Puppies Parlour depends on its position relatively to the general shore line. Supposing that the bay should be held by revetments and the rest of the bank were not protected, and were to go on receding, what would the position be after another 30 years?

It is no doubt the case that for a number of years Puppies Parlour has maintained itself and has done so by receding together with the rest of the bank. It may, very possibly, be the case that if it is left alone it will continue to exist and that it will go on receding, as the bank generally recedes. It might be possible to provide for adjusting the berthing places as the bank receded, but any scheme of this nature must be more or less speculative.

We are clearly of opinion that no scheme for permanent works in Puppies Parlour which omits to take into account the erosive action which has acted

on the bank and which, there is every reason to believe, will continue to act, is deserving of serious consideration.

6. As regards the second point, we are of opinion that vessels could be berthed in or taken out of Puppies' Parlour at the periods of both high water and low water slack, and that it is probable that with experience this period could be extended; we have, however, to observe that at present information is wanting to show what the duration of slack water is at this place under the varying conditions which obtain at different periods of the year. We are of opinion that vessels could be taken in and out of Puppies Parlour without causing any interference with the fairway of the river.

There is a good anchorage at Diamond Harbour within a few miles, where vessels could lie while waiting for their turn to come up to a berth.

7. On the third point, we find that it is hardly possible to give a conclusive answer. Captain Heming has recorded the following opinion:

"That sufficient evidence is not put forward to prove satisfactorily that Puppies Parlour is at all times free from eddies and tides that would be dangerous to shipping alongside jetties; it must be remembered that the tides are rotary, and so would not necessarily strike a long ship fair in the direction in which she was lying; if the stream set at any considerable angle tides of moderate strength might make it impossible to secure a ship (such as it is proposed to load at Luff Point) alongside a wharf. I am of opinion, this state of the tides would probably not occur except during very strong freshets in the East Bight, and on the first of the flood in the dry season in the West Bight.

"Before expending large sums of money on the erection of a coal dépôt at Luff Point, I am strongly of opinion that the experiment of mooring a large steamer alongside, as proposed by Mr. Hamilton, should be tried, but to thoroughly test the safety of Puppies Parlour, the steamer should be moored in the East Bight during the freshets, and in the West Bight during the strong flood tides at spring in the dry season.

"Failing this experiment, exhaustive current observations should be carried out both inside and outside Puppies Parlour, extending over a whole lunation during the season of strong freshets, and also during the dry season when the river is low and the strongest flood tides are experienced."

Speaking generally, it would appear that vessels could safely lie at all the berths throughout the greater part of the year, but that at certain periods it might not be prudent to use one or more of them.

8. With respect to cyclones and storm-waves, we do not think it is necessary to say much. We know that these have occurred in the neighbourhood of Luff Point in the past, and we may be sure that they will occur again, and that when they do, they will cause damage. We know, however, equally well that they have occurred, and will occur, at other places as well as at Luff Point, and we do not consider that any special disability in this matter is attached to Luff Point.

9. Taking the physical aspect of the case as a whole, we may say that while it is by no means an ideal spot for a port, the difficulties to be met are in our opinion, not such as to be insuperable should there be strong reasons on other grounds in favour of the site. We concur in the opinion expressed by Mr. Meik that if works were required they *could* be made, but—at a price.

### PART III.

#### *Commercial advantages—Sea freight.*

1. We may now turn to the commercial side and consider what advantages the coal industry would obtain, were facilities given for export from Luff Point.

The object in view is to secure some tangible reduction in the cost of placing the coal on the principal markets of consumption. Assuming that the initial cost of production is not affected, any saving must come under one or more of the following heads:

- (1) Railway freight to port, or point of loading.
- (2) Cost of loading into the vessel.

(3) Cost of sea freight.

(4) Cost of insurance to port of destination.

2. We may say at once that we do not consider that any advantages can be claimed for Luff Point under the second or fourth heads.

It is self-evident that whatever can be done to cheapen loading at Luff Point can be done at Kidderpore.

There is no probability that insurance rates would be lower at Luff Point than at Calcutta. A good deal has been said about the risks of the upper reaches of the Hooghly, just as, on the other side, we have heard of the risks of cyclones and storm-waves at Luff Point.

In both cases the risks are undoubtedly there, but equally in both cases it does not appear that they can be expressed in any fraction of an anna per ton of cargo.

3. The points to be considered are therefore reduced to two, *viz.*, sea freight and rail freight. We will consider the former first, as it applies equally to the coal from all fields.

4. It is claimed for Luff Point that it will give advantages to ship-owners for four reasons:

(a) Gain in time.

(b) Avoidance of the risks of the river above.

(c) The possibility of using larger vessels.

(d) Saving in fees for pilotage.

5. With respect to the gain in time. The statements, which we have received from the Port Officer and from Captain Jarrad, show that assuming, and we consider it a fair assumption, that vessels could leave their berths at Luff Point at low water slack, a gain on the average, of one day may be taken in favour of Luff Point on outward voyages, the voyage from Calcutta being taken as commencing at Garden Reach. It is further claimed for Luff Point that there would be a saving of the time which is lost in bringing vessels out from the coal berths in the Kidderpore Docks and conveying them to Garden Reach. Mr. Hamilton has put before us a statement giving for 208 steamers of the British India Steam Navigation Company, (1) the time taken in getting from the coal berths in the dock to Garden Reach, and (2) the time spent at Garden Reach. The time taken appears to vary greatly. As an instance of despatch, we find that the steamer *Itola* left Garden Reach on one occasion 2 hours and 50 minutes, and on another occasion 3 hours after leaving the berth in the dock. As an instance of delay, we find that the steamer *Sirdhana* on one occasion took over 7 days and 11 hours to get to Garden Reach from the berth. In the absence of an analysis which would explain the cause of delay, we cannot put much value on this statement. It does not appear that with efficient working there need be any serious delay in getting out of the Kidderpore Docks, and on the other hand, we do not know what delays there might be at Luff Point in taking out a vessel which had finished loading at the berth. It has been shown that at times the bars below Luff Point may give no better depth of water than the bars above, and vessels might be neaped at Luff Point just as they are at Calcutta. We consider, however, that some allowance should be made for the average gain due to the avoidance of delay in starting, to the probability that the risk of being neaped would be less at Luff Point than at Kidderpore, and to the advantage in time which might occasionally be obtained on the inward voyage. Against these advantages we have to remember that with only 4 berths available at Luff Point, against 7 berths at Kidderpore and Brace Bridge Hall, it is not improbable, that at times of brisk export, vessels might have to wait longer at Luff Point to get a berth than they need do at Kidderpore.

Weighing all these considerations, we have come to the conclusion that it may be fairly assumed that, on the average, a vessel might gain  $1\frac{1}{2}$  days or 36 hours by going to Luff Point instead of to Kidderpore.

6. We have next to consider what the value of this gain in time might be to the ship-owners. We have considered that the best guide to take is the

prevailing charge for demurrage at the port of Calcutta. We have received the following evidence on this point :

Mr. Hamilton (of Messrs. Mackinnon, Mackenzie & Co.) stated :

" A steamer of 5,000 tons carrying capacity would expect demurrage of perhaps Rs. 750 a day. Steamers of the class we generally load with coal would expect perhaps Rs. 1,000. "

Mr. H. H. Macleod (Bengal Coal Company) put in a shipping order relating to the shipment of a considerable quantity of coal by the British India Steam Navigation Company, in which it is provided that " demurrage, if incurred, to be at the rate of Rs. 750 a day. " Mr. Macleod further stated :

" For a steamer carrying 5,000 tons, the demurrage, as a rule, is Rs. 500 to Rs. 600. "

Mr. Cassels (Messrs. Finlay, Muir & Co.) stated that demurrage would run from Rs. 400 to Rs. 750. He said :

" For a steamer of from 7,000 to 8,000 tons the demurrage would be about Rs. 750 a day. "

7. On this evidence, we have concluded that the gain in time may be taken as equivalent to a rate of 2 annas per ton on the cargo for a period of 24 hours, and that consequently ship-owners would be gaining 36 hours at Luff Point, have, as an average, an advantage of 3 annas per ton of cargo.

Mr. Hamilton stated that he anticipated a saving of from 6 annas to 8 annas per ton in shipping coal from Luff Point as compared with Kidderpore, with vessels of the class now in use. This, however, was based on an assumed saving in time of three days, and we are of opinion that there would not, on the average, be so great a saving.

8. The next point that presents itself for consideration is whether a saving to the ship-owner of 3 annas per ton of cargo would lead to a reduction in the freight charge.

We have recorded the following evidence on this question :

Mr. W. K. Dowding (Messrs. Turner, Morrison & Co.) in his written statement says :

" In my opinion freights are affected by the supply of, and the demand for, tonnage more than by other influences, and if vessels can be berthed at Luff Point without difficulty, which seems doubtful, ship-owners would probably not accept lower rates. "

Mr. Muirhead (Messrs. Graham & Co.) in his written statement says :

" The saving to the ship-owner by loading at Luff Point would hardly be appreciable, and as I have already stated, I do not think the ship-owner would quote a lower rate of freight from Luff Point than from Kidderpore. "

The following question was put to Mr. Muirhead with respect to outside steamers :—" Would owners make an alternative rate for Luff Point loading cheaper than Kidderpore if in course of time it were proved that two days were saved by such loading ?

He wrote in reply :

" The inference is that if in course of time it were proved that two days were saved to a steamer by loading at Luff Point, owners would grant an alternative lower freight; but it is only an inference. Owners have other considerations to influence them in conducting their business, and the question of despatch is not always of primary importance. A differential rate in favour of Luff Point could not always be relied upon, and when granted, would be very small. "

Mr. Cassels (Messrs. Finlay, Muir & Co.) in reply to the same question said :

" I think it is doubtful indeed. After all, two days for a tramp does not matter very much. It is of much more importance for a big liner, but for a tramp which is running very cheaply, I do not think two days makes very much difference—not enough to make any difference in trade. "

Mr. Mathewson (Agent, Peninsular and Oriental Steam Navigation Company) expressed the following opinion :

" The rates of freight are regulated by the demand for tonnage and competition of other vessels; it is not likely there would be any difference in the rate of freight between Calcutta and Luff Point, as a demand for tonnage at one place could be supplied at once from the other. Ship-owners are not likely to take less than the maximum freight obtainable. "



**Mr. Norman McLeod in a written statement says :**

"The other advantage we are promised is a reduction in freight. From our experience this can be brushed aside at once. The question is one entirely of supply and demand. If a line of steamers were to come forward and guarantee they would carry all the coal from Luff Point at a stated reduction from the current freight asked for at the docks, the case might be different, but such millennial philanthropy, I am afraid, need not be expected, and would be altogether at variance with the shipping history of this port."

**Messrs. F. W. Heilgers & Co. in a written statement say :**

"It appears to be a moot point whether there would be any gain in time and whether freights would be reduced to any appreciable extent in consequence. Besides, many steamers do not come in ballast and would have to come up to Calcutta first to discharge their import cargo."

On the other side, Mr. Hamilton, when he was asked at the meeting on 18th November whether a saving in time would at all times be expressed in a lower freight, replied as follows :

"That depends on the freight market. Mr. Dowding yesterday seemed to have gone on the assumption that the ship-owner got whatever he liked to ask for. Mr. Dowding said that there would be no reduction in freight, even if steamers could work more cheaply from Luff Point, but I would point out that that economy will, by competition, be squeezed out of the ship-owners."

Mr. Hamilton was also asked : "Would a small saving in time lead to a reduction in the freight ? He replied :— "Yes, it would very soon."

Mr. Hamilton further stated at the meeting on the 24th November :

"In reply to Mr. Norman McLeod, I may say that the British India Company will be prepared to give him a reduction on coal shipped from Luff Point as compared with the rate from Kidderpore."

9. Regarded from a general point of view, it may be said that the parties who would desire to share in the advantage given by the saving of time are :

- (1) The producers of coal or the Coal Companies who might get a correspondingly higher price at the pit's mouth.
- (2) The ship-owner who might get a better profit on carrying coal if he had not to accept a lower rate of freight.
- (3) The merchant.
- (4) The consumer of coal at the port of destination.

It will depend on the fluctuations of trade and the state of the various markets where the benefit may go. The ship-owner, who makes the saving in the first instance, is not likely to lower his freight to the full extent of his saving, unless compelled to do so by a dull market and an abundance of tonnage pressing on the market. The saving of a day to a steamer is not always an actual gain, and this is evidenced by the fact that many steamers will not pay any despatch money and most of the steamers of 6,000 to 7,000 tons carrying capacity will not pay more than £10 to £12 per day, or say, Rs. 150 to Rs. 200. However, whatever the ship-owner is willing or is compelled to part with, will go either to the producer, or the consumer, or to the intermediate merchant. The latter is least likely to benefit; and as long as the production of coal in the Bengal coal-fields is in excess of the demand, it is probable that the consumer at the port of destination will obtain a share of the benefit.

10. In the case of a concern which might be in a position to combine in itself, and on a large scale, the functions of producer, carrier, and consumer, and so appropriate the whole benefit, a saving of 2 or 3 annas a ton would undoubtedly be of importance. When, however, the producer has to content himself with that part of the saving which may be left, after the carrier and consumer have had their shares, it cannot be said that the benefit to him is likely to be of much importance.

11. As regards the avoidance of the risks of the river above Luff Point, we have already expressed our opinion that we do not consider that any appreciable value can be given for this.

12. The claim that an advantage would be obtained by the possibility of using larger, and consequently, cheaper vessels at Luff Point than could be used at Kidderpore, deserves consideration.



Mr. Dowding in answer to the question "Do you consider that if the Luff Point depôt were established, it would be used by vessels of larger tonnage and that the freight for such vessels would be lower?" stated:

"No. The largest colliers come to Calcutta, and, as I mentioned above, the tendency is to build of lighter draught."

In answer to the same question, Mr. Muirhead stated:

"It is possible that the establishment of a shipment depôt at Luff Point would attract larger steamers, as owners would have less fear of their vessels being neaped or having to leave without being fully laden; and, speaking generally, a large steamer can afford to accept a slightly lower rate of freight than a small one."

Mr. Mathewson said:

"I think, if the depôt could be established, vessels of greater beam could load there. The freight is regulated automatically as mentioned above, but the profit on a low rate of freight would be greater on a large carrier."

At the meeting of the 20th November, the following question was put to Mr. H. H. Macleod:—"It has been proposed, as you may have noticed, to build very large steamers to cheapen rate of freight from Luff Point on export coal. Do you think a steamer of 13,000 tons and drawing 27 feet would be suitable for the Singapore Harbour?" His reply was:

"No. Large steamers of that character would, as far as I can see, only be applicable to the Bombay market, 90 per cent. of which we hold at present. There is a difficulty about large steamers. For instance, we are ourselves under a contract for the Straits ports next year, one of the conditions being that the draft of the steamer is limited to 22 feet. In the case of the Southern Mahratta railway, who recently advertised for tenders, one of their conditions was, that steamers should not draw a deeper draught than 24 feet. This is not confined to the Hooghly alone. The ports above Marmagoa, Galle, and some of the ports at Singapore present similar difficulty."

Mr. Hamilton said:—"I have good authority for believing that, generally speaking, larger steamers could load from Luff Point than can load at Kidderpore," and he urged at some length that by the use of vessels with a carrying capacity of 13,000 tons and with comparatively small engine power a material reduction could be made in the freight charge.

13. It may doubtless be accepted as a general statement that a large vessel can, other conditions being equal, be worked cheaper than a small one. It has, however, to be considered that there may be difficulties at the port of delivery just as much as at the port of loading, and we are of opinion that it has not been shown that such large vessels would be suitable for more than a portion of the export trade from the Bengal coal-fields. Further, it has not been shown that vessels of a size suitable to deal with this trade cannot be accommodated at Kidderpore. We know that the Port Commissioners contemplate, in the interests of the trade of the port as a whole, improvements both at the docks and in the river channel which, if successful, will facilitate the passage and the handling of the larger vessels.

We are, therefore, of opinion that though it is possible that Luff Point would give some advantage to the owners of very large vessels as against Kidderpore, it is not possible to express this advantage in a definite shape, or to say that it might give any tangible benefit to the coal industry.

14. With respect to pilotage fees: Mr. Beckett in his opening statement said:

"I have here a Code of Regulations of the Bengal Pilot Service, and I find from it that the reduction in pilotage charges would be very large. I have, however, for the purposes of my calculation, taken the pilotage to Luff Point as half that to the Kidderpore Docks only."

Mr. Beckett has, however, made a miscalculation. As a matter of fact the reduction in coming from the sea to Luff Point and *vice versa* is only one quarter of the whole charge to or from Kidderpore. A vessel going from Kidderpore to sea with a draught of 26 feet and carrying 8,500 tons of cargo would pay for pilotage Rs. 936. The same vessel starting from Luff Point would pay Rs. 717, giving a gain of Rs. 239, which is equivalent to 0.59 anna, or 7 pies per ton. If we assume that the gain from this source on the inward voyage should be added, we may take it that the vessel coming up in ballast would be

drawing 14 feet. The pilotage fee to Kidderpore would be Rs. 184, and the saving, if the vessel stopped at Luff Point, would be Rs. 46. Adding this to the saving on the outward trip, the total saving would be Rs. 285, which is equivalent to 8½ pies per ton of cargo.

15. We have then arrived at the conclusion that Luff Point might give an advantage to the ship-owner equivalent on an average to about 3½ annas per ton of cargo carried, and that it is improbable that the coal producer would benefit to an appreciable extent from such a small total saving.

#### PART IV.

##### *Commercial advantages—Rail-freight.*

We may now proceed to the consideration of rail-freights, which must of necessity affect in different degree the various parts of the coal-fields.

2. Mr. Beckett proposes in the first instance to construct a branch line from Panchkura to Luff Point. The length of this branch he stated to be 25 miles. It would appear, however, from the map which Mr. Beckett put before us showing the proposed alignment, that the length would be 29 miles. This is the distance shown on an index plan received from the Consulting Engineer to the Government of India. In the following analysis of the distances the figures given in this index plan have been used. The plan has been reproduced and will be found among the appendices together with a plan to a scale of 8 miles to the inch which also shows the existing and the suggested lines of railway. We propose to compare actual distances by the various routes as being the fairest method, although it is of course the case that, in practice the rate charged will not always be exactly proportional to the distance. We have an illustration of this in the fact that under orders of Government the rates charged to Kidderpore or other stations on the left bank of the Hooghly are the same as charged to Howrah on the right bank, the distance *via* the Hooghly Bridge to Kidderpore being 12 miles longer than the distance to Howrah; while in the other direction, the Bengal-Nagpur railway charge on more than the actual mileage in the case of some stations, such as Chowrashi and Sanctoria, from which they despatch coal *via* the East Indian railway over a short length of their own line.

3. The following statement gives the distances from various points in the fields to Kidderpore *via* the East Indian railway and the Hooghly Bridge, and to Luff Point *via* the Bengal-Nagpur railway by Khargpur and the proposed branch from Panchkura:—

DISPATCHING STATION.				Distance to Kidderpore.	Distance to Luff Point.	In favour of Kidderpore.	In favour of Luff Point.
1				2	3	4	5
<i>Jherria coal-field.</i>				Miles.	Miles.	Miles.	Miles.
Bhowra	...	...	...	192	184	...	8
Bhaga	...	...	...	187	186	...	1
Jherria	...	...	...				
Mulkeera	...	...	...	191	195	4	...
Katraggarh	...	...	...				
Kusunda	...	...	...	183	192	9	...
<i>Chowrashi field.</i>							
Chowrashi	...	...	...	164	172	8	...
<i>Sanctoria field.</i>							
Sanctoria	...	...	...	156	186	30	...
<i>Raniganj field.</i>							
Agaool	...	...	...	144	184	40	...
Sitaranupore	...	...	...	150	190	40	...

It will be seen from the above that the construction of the 29 miles of new line from Panchkura to Luff Point would bring the Bhowra and Bhaga collieries a little nearer Luff Point than Kidderpore, and that for the remainder of the Jherria field, and for the whole of the other fields, the mileages would still be in favour of Kidderpore.

A considerable quantity of export coal is sent from stations on the loop between Ondal and Alipur to the north of the East Indian railway. The natural route from these stations is to Kidderpore *via* Ondal. Baraboni is about the centre of this group. The distance from this station to Kidderpore is 146 miles, while to get to Asansol, which is 184 miles from Luff Point *via* Khargpur and Panchkura, a distance of about 12 miles more would have to be covered.

At the minimum rate of one-tenth pie per maund per mile, each mile of lead means 2·7 pies per ton; in other words an addition to the lead of four and-a-half miles increases the freight by one anna per ton.

Taking into consideration the small value to the coal industry which we attribute to Luff Point in the matter of sea freight, we are of opinion that Mr. Beckett's first proposal would be of no use at all to the general coal industry, and that the expenditure involved could not be seriously contemplated merely to give a small benefit to the collieries near the Bhowra station.

4. We have next to consider Mr. Beckett's more ambitious proposal, which involves the construction of two chords in order to short circuit his own line. These are shown on the index plan, and the distances, which are only approximate, are taken as stated by Mr. Beckett, *viz.*, 19 miles for the upper or Jantipahari chord and 41 miles for the lower or Garbetta-Panchkura chord.

Taking the same despatching points as before, the distances by this route would compare with the distances to Kidderpore as under:

DESPATCHING STATION.	Distance to Kidderpore.	Distance to Luff Point.	In favour of Kidderpore.	In favour of Luff Point.
1	2	3	4	5
<i>Jherria coal-field.</i>	Miles.	Miles.	Miles.	Miles.
Bhowra ... ..	192	158	...	34
Bhaga ... ..	187	160	...	27
Jherria ... ..				
Mulkeera ... ..	191	169	...	22
Katrasgarh ... ..				
Kusunda ... ..	183	160	...	17
<i>Chowrasahi field.</i>				
Chowrasahi ... ..	164	146	...	18
<i>Sanctoria field.</i>				
Sanctoria ... ..	156	145	...	11
<i>Raniganj field.</i>				
Asansol ... ..	144	143	...	1
Sitarampore ... ..	150	149	...	1

As noted before, the coal from the field to the north of the East Indian railway would still tend to Kidderpore as the naturally shortest route.

The fields near Asansol and Sitarampore would be in practically the same position as at present with respect to mileage. The Sanctoria field would benefit to the extent of about two and-a-half annas per ton, while the Chowrashi field and Jherria would benefit by from four annas to seven and-a-half annas. It may be noticed that the upper chord would not affect the Jherria or Chowrashi fields. This length of 19 miles would be required only to attract the traffic of the Sanctoria (Deshergarh) field.

In order to give this benefit to the Jherria and Chowrashi fields, it would be necessary to make 70 miles of new line, while an additional 19 miles would be required in order to give the Sanctoria field any benefit whatever.

5. Now, it has to be considered that the distances from Jherria and some other parts of the fields to Kidderpore can also be lessened if the proposed Bishenpur-Howrah line were made. The shortest route to the docks would be by the wagon ferry of the Bengal-Nagpur railway at Shalimar. It might, however, be the case, if trade should develop largely and the ferry should prove inadequate to meet the traffic, that a second bridge over the Hooghly at or near to Bally would be required. In the following table we will, therefore, compare the distances from the points of despatch as before to Kidderpore *via* the existing route over the Hooghly bridge—to Kidderpore *via* the proposed Bishenpur-Howrah line and the ferry—to Kidderpore *via* this route with a bridge at Bally, and to Luff Point *via* the chords :

DESPATCHING POINT.				Kidderpore <i>via</i> East Indian railway and Hooghly Bridge.	Kidderpore <i>via</i> Bishenpur and wagon ferry.	Kidderpore <i>via</i> Bishenpur and Bally Bridge.	Luff Point <i>via</i> Chords.
1				2	3	4	5
<i>Jherria field.</i>				Miles.	Miles.	Miles.	Miles.
Bhowra	...	...	...	192	158	166	158
Bhaga	...	...	...	187	159	167	160
Jherria	...	...	...	191	168	176	169
Mulkeora	...	...	...	183	165	173	166
Katrasgarh	...	...	...				
Kusunda	...	...	...				
<i>Chowrashi field.</i>							
Chowrashi	...	...	...	164	145	153	146
<i>Sanctoria field.</i>							
Sanctoria	...	...	...	158	159	167	145
<i>Raniganj field.</i>							
Asansol	...	...	...	144	157	165	143
Sitarampore	...	...	...	150	163	171	149

As before, the field on the Ondal-Alipur loop would not be affected by either scheme.

From the above it will be seen that the Jherria field and the Chowrashi field would have a lead to Kidderpore *via* Bishenpur and Shalimar, which would be almost identical with the lead to Luff Point *via* the chords.

Assuming that in addition to the Bishenpur-Howrah line the upper of Mr. Beckett's proposed chords should be made, the Sanctoria and Asansol fields

would gain by 15 miles *via* the Bishenpur-Howrah route. In that case the lead would be :

	Kidderpore <i>via</i> East Indian railway and Hooghly Bridge.	Kidderpore <i>via</i> Jantipahari, Bishenpur and Shalimar.	Kidderpore <i>via</i> Jantipahari, Bishenpur and Bally.	Luff Point <i>via</i> Chords.
1	2	3	4	5
	Miles.	Miles.	Miles.	Miles.
Sanctoria ... ..	156	144	152	145
Asansol ... ..	144	142	150	143
Sitarampore ... ..	150	143	156	149

6. As already noted, the Jantipahari chord would directly benefit the Sanctoria field only. It would, however, give Asansol and Sitarampore the indirect but none the less substantial benefit of having two alternative routes of the same length, either to Kidderpore and to Luff Point, or with both routes leading to Kidderpore, according to which scheme might be carried out.

7. It is desirable that we should form some idea of the relative volume of the export coal which is sent from the different fields. It can only be a general idea, as we have not the materials before us from which to give any exact statement. Mr. H. H. Macleod told us that for the first six months of this year the exports were from Jherria 369,907 tons, and from the lower coal-fields 503,337 tons. There is further a small export from Giridih, but this would hardly be affected by any of the possible schemes. We have received from the Agent, East Indian railway, and from the Agent, Bengal Nagpur railway, statements, which will be found among the appendices, which show for the year 1902 and for part of 1903 the quantities of coal sent to Kidderpore and Brace Bridge Hall. The coal going to Kidderpore is almost entirely for export; that going to Brace Bridge Hall is to a considerable extent for use in bunkers. The quantities sent for export from the various fields will vary in different years, and the figures given can only be taken as a general indication of the relative volume of the export trade of the fields.

8. For the year 1902 the Jherria field, as a whole, sent for export and bunker coal, rather more than half the quantity which was sent from the Raniganj field as a whole; the approximate gross quantities being 623,000 from Jherria and 1,229,000 tons from Raniganj. In the first half of 1903 Jherria sent 423,000 tons against 567,000 tons sent from the Raniganj field. Taking the Jherria and Bhaga stations as about the centre of the Jherria field, we have seen that the saving in distance over the present route *via* the East Indian railway and the Hooghly Bridge, whether by Mr. Beckett's chords to Luff Point (70 miles of new lines), or by the Bishenpur-Howrah chord (82 miles of new line), would be 27 miles. Keeping to the assumption that the rail freight will be one-tenth pie per maund per mile, this distance implies a reduction of 6 annas a ton in the cost of carriage to the port.

9. It will be noticed in examining the figures for the Raniganj field that for the year 1902 a little more than one-third of the whole (434,000 tons) is shown as received by the East Indian railway "*via* Asansol." This represents the coal sent by the Bengal-Nagpur railway from Radhanagar or Sanctoria (Deshergarh). The present actual mileage from Sanctoria to Kidderpore is 156 miles. We have shown that to give this coal a shorter lead either to Luff Point or to Kidderpore it would be necessary to construct the Jantipahari chord (19 miles). With this aid the reduction to either port would be 11 to 12 miles, equivalent to a reduction in rail freight of about 2½ annas per ton. It can hardly be expected that a reduction in freight charges of this extent would lead to

any material increase in production. This field has at present a ready access to Kidderpore, and it would seem to be a questionable outlay of public money to spend 19 lakhs in order to transfer the traffic from the East Indian railway to the Bengal-Nagpur railway, and to benefit the producers or shippers who are interested in this field by a sum of Rs. 78,000 a year, on an assumed annual export of 500,000 tons.

10. It will also be noticed that the stations on the Ondal-Alipur loop contributed 378,000 tons, or more than a quarter of the total exported from the Raniganj field. We have shown that this part of the field would not be affected by either scheme, as its natural route is the existing one. Again, Sitaram-pore, in 1902, sent 224,000 tons, and this station, together with other stations above Asansol on the East Indian railway, would have no shorter mileage than at present, but would have the indirect benefit of a choice of two routes of practically the same length.

11. It appears then to be clear that under no circumstances, short of absolute compulsion, could Luff Point expect to draw the whole of the export trade, while on the other hand the construction of the Bishenpur-Howrah chord would, as far as the Jherria field is concerned, give a route to Kidderpore of the same length as the route to Luff Point *via* the chords. The use of Luff Point as a port of export would involve a splitting of the trade, which would be disadvantageous to the industry; for it is a fact that cargoes taken by vessels frequently include coals from various collieries and from different fields.

At the meeting on 17th November Mr. Hamilton said:

As far as our experience is concerned it is not very often that one charterer takes up the whole steamer. Say a steamer can carry 7,000 tons of coal. Of that quantity, the Bengal Company might ship 3,000 tons, Bird and Company a similar quantity, and somebody else ship the balance.

On this point Messrs. F. W. Heilgers and Company write as follows:

If the Luff Point scheme with the shortest railway route was adopted, there does not appear to be a very great saving in mileage even to the most favourably situated collieries, and the Luff Point docks could practically only reckon on export coal from the Jherria district. The greatest difficulty therefore arises where steamers have to be loaded with two qualities of coal, say half from the lower collieries and the other half from the Jherria collieries, as one of the qualities would be shipped at a disadvantage.

12. We are of opinion that it is in the general interest of the coal industry to have one port for export, unless it can be shown that the advantage which might be secured would be sufficient to justify a separate port for a part of the industry. In the present case we have found that whatever advantage in the matter of rail carriage can be given by a route to Luff Point can be equally given to Kidderpore by the Bishenpur-Howrah route, and that the only advantage Luff Point might offer to the coal industry is a very small and somewhat problematical saving on sea freight. In either case a considerable outlay would be required on chord lines of railway. It is not for us to offer to the Government of India unsought advice on their railway policy, but we may allude to what is, perhaps, almost self-evident, *viz.*, that while the Bishenpur-Howrah line would complete the alternative route to the Upper Provinces and has been long desired in the interests of trade generally, the Luff Point chords would be of use to a part of the coal industry only.

## PART V.

### *Possibilities of increased export.*

As the principal, if not the sole legitimate ground, which would justify the expenditure necessary to establish an additional coal port on the Hooghly, must be the expectation of an increased production and export of coal, we have endeavoured to form some idea of the extent to which a reduced price for Bengal coal might enable it to obtain a wider market. We feel, however, that we are not in the possession of the information which would be required to enable us to attempt to make any prediction.

2. On this question we recorded the following opinions.

Mr. Bankier at the meeting of 17th November, in reply to questions which had been put, said :

"I should say a 12-anna reduction per ton upon export coal would have a most beneficial effect. In Singapore, for instance, the average monthly consumption of Japanese coal is 30 to 35 thousand, and of Australian 3 to 5 thousand tons, and I think that if we were able to place Bengal coal there cheaper by 12 annas per ton, we could hope for a material increase in its consumption as compared with that from other sources.

At present Bengal coal is able to compete at Madras on the coast and to a certain point up the railway lines with Singareni coal. A reduction in charges would enable us to secure a preference on the railways further inland. I understand Bengal coal is preferred, but cost alone bars the way to its more extensive use."

At the same meeting and in reply to the same questions Mr. Ashton said :

"In 1902, I find that 812,619 tons were imported from England, Japan and Australia into the three ports of Bombay, Ceylon and Singapore, not including Aden and Perim, whose statistics I have not yet got. It would depend upon other factors what proportion of this trade we could capture if the cost of our coal was reduced in these ports by 12 annas a ton. At present the coal trade is very dull in England and there is pressure to export coal. Given a revival of the trade in England, I think we could capture the 500,000 tons now going from that country.

"Singareni will probably continue to hold its own in districts within easy reach of the collieries, but of course a reduction in the price of Bengal coal in Bombay must assist it in its competition.

"In reply to question 3, I say that the importation of Japanese coal into Singapore in 1902 was 390,826 tons. I have not been able to ascertain the figures at which it is now selling; but as 78,580 tons of Bengal coal were imported into Singapore in the same year (1902), it shows that Japan at present rates is unable to oust Bengal coal, and we may assume that a gain of annas 12 to Re. 1 per ton would enable Bengal coal to oust Japanese."

3. Mr. H. H. Macleod at the meeting on the 20th November said :

"The coal industry is undoubtedly suffering from overproduction, and anything in the shape of reduced freights and cheaper loading is in the right direction to stimulate the export trade. But these reductions will be powerless in assisting to secure fresh markets unless the quality of the coal is such as will enable it to take its place on an equality as regards efficiency with Japanese and Australian coal."

As illustrating the importance of the quality of the coal, Mr. Macleod instanced the fact that Giridih can, as a result of the superior quality of the coal, command a certain, if small, share in the export trade at a price of Rs. 6-4 per ton at Kidderpore as compared with Rs. 4-14 per ton, at which price Jherria coal can be supplied.

In answer to the question—

"Assuming a possible reduction of about 12 annas a ton what further expansion of the export coal trade may be expected?"

His reply was—

"From the data I have given above it is clear that a reduction in transit and loading charges will not give the desired impetus unless the coal exported is of the highest quality."

With respect to Singareni, Mr. Macleod said :

"Bengal coal already secures a very fair proportion of the Madras market. A reduction of 12 annas to Re. 1 per ton would not in my opinion enable Bengal coal to encroach further upon the particular sphere which Singareni now holds."

On being asked—

"If Bengal coal is reduced in price by one rupee would it not affect Singareni coal to a greater extent than at present?"

**Mr. Macleod replied—**

"To a small extent. No doubt it would have some effect. I might add that of course Singareni has a considerable reserve in its present price to which it can come down to meet any reduction in the price of Bengal coal."

**Mr. Macleod was asked :**

"Would not a reduction of 12 annas to Re. 1 enable Bengal coal to compete with Japanese coal at Singapore?"

**His answer was—**

"Singapore is one of the most critical markets we have to deal with. Bengal coal has to compete with a very high quality in Japanese coal, and owing to the cheap freights ruling from Japan to the Straits and the return freights which steamers are able to secure, Japanese coal is sold at very low prices. A substantial reduction would assist Bengal coal to displace Japanese coal, provided the quality is on a parity with the latter."

**4. To a further question :**

"Assuming that a reduction could be made in the delivered cost of Bengal coal at ports at Rs. 1-8 per ton as a probable saving, can you form an estimate of the probable expansion of the present trade beyond the present figure?"

**Mr. Macleod replied :**

"The markets in which there is a probable margin of expansion may be taken to be Aden and Singapore. At the present moment we practically hold 80 per cent. of the Bombay market. At Aden we might secure a portion of the trade and also at Singapore, provided the coal is able to take its place as regards quality with Japanese and Australian coal. The total imports into Singapore for 1902 are 520,000 tons. Of that quantity, Bengal imported 85,000 tons. This leaves a probable margin of, say, perhaps 400,000 tons, assuming that we secure the entire market. I can give you the actual figure for 1902. The imports of Welsh coal were 50,984 tons, Japanese coal 370,426 tons, Australian coal 36,087, and Bengal coal 65,652 tons. Of that quantity it is clear that a certain proportion of Welsh coal will always hold that market for the purpose of the Navy, and in many other cases where fast-going steam-boats require Welsh coal, Japanese coal monopolises 370,000 tons, so that, assuming we can oust Japanese coal entirely that represents, I think, the possible margin for expansion. At Aden and Perim the annual import is about 150,000 tons; so that assuming we can capture two-thirds of that market, we might have a margin of 100,000 tons."

**As regards Ceylon, Mr. Macleod stated :**

"In Ceylon for 1902, 288,000 tons of English coal were imported, Japanese coal nil, and Australian coal 3,752 tons, and Indian coal 240,000 tons. I think it is quite clear that the margin for expansion there is very small."

**Asked if he should put it as 100,000 tons more, he said :**

"My own idea is that the consumption in Ceylon, if we retain the same ratio half and half between Indian and English, will never be exceeded owing to the fact that English coal is absolutely essential for Navy purposes and fast-going steamers."

**5. In reply to questions, Mr. Mathewson, Agent of the Peninsular and Oriental Company, made the following statements :**

"The chief reason for the P. & O. Company having ceased since 1901 to purchase Bengal coal for shipment to Colombo and Bombay and since 1893 for shipment to Singapore is that it has proved more advantageous to use Japan coal. For the mail steamers very little country coal can be used and stocks of Welsh have to be kept at the three ports abovementioned; the slower steamers are supplied with either Japan coal or a mixture."

I do not consider a reduction of Re 1 per ton in the cost of Indian coal would enable the P. and O. Company to abandon the use of Japan coal. It is brought back from Japan in the Company's own vessels, which would otherwise return empty. Such a reduction in the c. f. i. cost of Indian coal should result in a smaller quantity of Japan coal being used at those ports."

**6. Mr. W. A. Lee, who is interested in the Jherria field, stated with respect to Singareni :**

"Without personal acquaintance with the Singareni mines, it is not possible to answer this question precisely. The high price of Singareni coal at the mine suggests that this might



be reduced under stress of competition. The natural result of a reduction of 12 annas to one rupee in the cost of transport of Bengal coal to, say, Madras would be to push the neutral zone, where Bengal and Singareni coals now meet on level terms, nearer to Singareni by some 25 miles of railway carriage for ordinary purchases, and by about 200 miles of railway carriage for railway purposes."

With respect to Singapore he stated :

"It is impossible to say how far such a reduction would go towards enabling Bengal coal to capture the Singapore market without knowing the margin of profit there is now in the mining, land transport, handling and sea freight of Japanese coal—information probably only accessible to some of those engaged in the Japanese coal trade; but as Japanese coal is brought so far from the place of production, and as it is not now in undisturbed possession of the field, but is slightly losing ground, it may be presumed that there is not a great margin available for reduction of its price, and that a reduction of 12 annas to one rupee in the charges on Bengal coal would give Bengal coal a distinct advantage over Japanese coal at Singapore."

In answer to the following question :

"Even assuming that the coal trade will not expand to any extent, do you consider that a reduction of 12 annas to Rs. 1 will justify the formation of a depot at Luff Point, or whether any figure above or below these amounts would justify such a depot?"

Mr. Lee states—

"The only justification for the expenditure of capital on a new coal shipment depot would be expansion of the coal export trade, impossible of achievement with the existing facilities, or retention of an export trade that would be lost, or is seriously threatened, with only the existing facilities."

"It is impossible to estimate the effect of the development of coal-fields in Borneo, in Indo-China, in Japan, in Australia, and perhaps in Natal, and it is therefore advisable that the charges for transportation, shipment, and sea freight should be reduced to the lowest possible point, to make more secure the markets we now have, and to permit us to compete more favourably in markets where we are now unfavourably placed."

7. Messrs. Heilgers and Company state as under :

"We are closely connected with the coal export trade, and we are of opinion that the only two ports which are likely to import a greater amount of Bengal coal in future, given cheaper facilities for loading coal here, are Singapore and Aden. No doubt at both ports a reduction of annas 12 to Rs. 1 per ton would place Bengal coal in a much better position to compete against the qualities regularly imported at such ports, but we are not certain whether, for instance, Japanese coal could not eventually be landed cheaper at Singapore than is now the case."

8. It will be seen that the opinions given as to the probabilities or possibilities of an expansion of the export of Bengal coal are necessarily hypothetical.

It has to be borne in mind that the Bengal coal-fields will have to meet similar schemes for reduction of charges on the part of their rivals in other fields. Even for Singareni, which is almost at our doors, we do not know how far the mines there could, if pressed, come down in their rates, much less do we know what Japan may be able to do. On the other hand, we do know that considerable fluctuations in sea-freight are usual, which may or may not apply simultaneously to all the sources of supply. Mr. Macleod at the meeting on the 20th November said :

"The freight market is subject to the same rule of supply and demand as our own coal market is. The present depression in coal is owing to overproduction. On the 1st July 1896 the steamer *Marwar* was fixed for Bombay at Rs. 4-12 for 28 working days. Her sister boat, with the same dead weight carrying capacity, was fixed in June 1898 at Rs. 6-8 for 24 working days. I may say that the British India were last year charging Rs. 6-4 to Bombay and at the present moment we are paying Rs. 5-6, though the outside market is anything from Rs. 4 to Rs. 4-12."

Fluctuations to this extent quite outweigh any possible saving which exporters of coal could hope to gain in sea-freight by shipping at Luff Point as against shipping at Kidderpore. We have to fall back on the truism that

a reduction in the cost of carriage of coal, or of any other commodity, is favourable to an increased business. We have found that any reduction in the rail freight—a much steadier factor than the sea freight—which can be given at Luff Point can equally be given at Kidderpore; and, as stated at the commencement of our report, we are satisfied that Kidderpore can deal with the existing trade and can adapt itself to such natural increase as may be hoped for.

9. We are of opinion that if it could be made possible to deliver Bengal coal at places such as Singapore, Aden, and Coast Ports at a price of Re. 1 per ton less than the price which it is now profitable to take, a considerable expansion of the export trade might be hoped for. Such a reduction, if it is to come at all, can only come as the result of a combination of the various factors which affect the trade. Reductions will be required in the initial cost of production, in rail freight, in loading and port charges, and in sea freight. It does not follow because Luff Point cannot give all that has been expected of it, that the coal industry should cease in its efforts to enlarge its export trade.

## PART VI.

### *Views of the Mercantile Community.*

Schemes for an auxiliary port at Luff Point or in its neighbourhood have been before the public for some years, and have doubtless been thoroughly discussed by all those Associations and individual firms who might be affected. It is therefore proper that we should pay a due regard to the attitude of the mercantile community generally with respect to the present proposals.

2. These proposals, relating as they do to the export of coal only, concern chiefly the producers and shippers of coal, and ship-owners. The former are divided in opinion. Mr. Beckett's scheme is favoured by those interested in the Jherria field, who were ably represented by Mr. Bankier and Mr. Ashton. It is opposed by those interested in the Raniganj field, while the interest in the Sanctoria (Deshberghar) field is divided. Taking the coal industry as a whole, the weight of opinion is adverse. Mr. H. H. Macleod at the meeting on the 20th November stated:

"If a scheme such as is proposed is to be put in hand, it should benefit equally every part of the coal fields, and not a particular section. It is inconceivable that Government should sanction a scheme costing over a crore of rupees which would benefit almost exclusively a particular group of collieries in the fringe of the Jherria coal-field."

It is highly improbable that any scheme could be devised which would benefit equally every part of the coal-fields, and it might well be desirable and proper to carry out works which would benefit a certain part of an industry if this would, at the same time, tend to the expansion of trade and so to the benefit of the country as a whole. Still there is no doubt, that when a large section of an important industry is opposed to a scheme which is put forward ostensibly as being in the general interest of that industry, the opposition should receive due weight and the proposals should receive a strict scrutiny. We have shown that Jherria would in rail freight obtain an equal benefit from the Bishenpur-Howrah line, that it would form a line to Luff Point, and if the Bishenpur-Howrah line is made it will be carried out not merely in the interest of the Jherria coal-field but in the interest of trade generally.

3. The shipping industry, as a whole, is adverse to Luff Point. Representatives of firms, such as Messrs. Turner, Morrison and Company, Messrs. Graham and Company, and Messrs. Finlay, Muir and Company, have told us that they do not want a port at Luff Point and that they do not anticipate any sensible reduction in freight charges if there were one. On the other hand, Messrs. Mackinnon, Mackenzie and Company, as representing the British India

Steam Navigation Company, are strong advocates for Luff Point. We remain convinced, however, that Luff Point would not give such a general benefit to the coal industry as would warrant the expenditure involved, or would justify the bifurcation of business in that industry which would inevitably result.

5. The Commissioners of the port of Calcutta have offered a vigorous opposition both on physical and financial grounds.

We have already expressed our opinion that the physical difficulties are not insuperable, though the works would certainly cost more than allowed for in Mr. Beckett's estimate. With respect to the question of the probable effect on the revenues of the Port Trust, we may explain that we have not considered this as an argument of much weight. If we had been satisfied that Luff Point promised to give a substantial impetus to the coal industry we should have considered it to be the duty of the Port Commissioners to provide, as far as might be practicable, the facilities required and to arrange their finances accordingly.

6. The scheme has met with a solid opposition from all connected with the various industries which centre in Calcutta.

From the standpoint of self-interest, which is naturally adopted by Associations as well as by individuals, such an opposition was only to be expected. They have nothing to gain from the scheme and there is always the apprehension that it may necessitate some extra toll on general trade. As regards the merits or demerits of a scheme for the export of coal, such opposition need not be taken too seriously. The statements made constitute, however, a valuable record to show that the commercial world of Calcutta is not discontented with the present port, or at all events that it has no desire to seek another port, and that it believes that the Port Commissioners can, without unduly taxing the rest of the trade, provide for the coal export as well as for the export of general cargo at Kidderpore.

## PART VII.

### *Agency for the control of the proposed depôt.*

As the conclusions we have come to are adverse to the formation of an auxiliary port at Luff Point, it is perhaps hardly necessary that we should say much regarding the agency which, we think, should control such a port, if it were to be established. We cannot, however, foretell the future, and for all we know conditions may change in some way not now foreseen, and a resort to Luff Point or to some other place may become desirable. We wish, therefore, to place on record our conviction that should any auxiliary port be required on the Hooghly, it should be controlled by Government, through the agency of the Commissioners of the port of Calcutta. We have already expressed the opinion that if it had been shown that the proposed coal depôt was necessary, or would offer great advantages to the coal industry, it would be the duty of the Commissioners of the port of Calcutta to meet the want. We are opposed to the formation of any private depôt or port within the parent port, as being contrary to the interests of general trade. In this connection we would point out that if an auxiliary port were to be established a good deal more would have to be done than merely to put up jetties and apparatus for loading coal. It would be necessary to have a Customs Office, a Magistrate, Police, Medical staff and Hospital, Harbour Masters, a Shipping Office, with quarters for all these officers and the Pilots, and with all the other adjuncts of a port. The supply of good drinking water would, anywhere on the Hooghly, be a matter of much importance. All these could, of course, be provided if really required, but we mention these considerations because they involve a very con-

siderable addition to the cost of any scheme and because in putting forward this particular scheme no attempt to forecast the requirements and outlay has been made.

## PART VIII.

### *Conclusion.*

The replies we have to give to the questions put to us are as follows:

We consider that there is no physical impossibility in providing facilities at Luff Point for the accommodation and shipment of coal. We consider, however, that it would not be prudent to incur any large expenditure without first ascertaining by means of careful observations of the currents and eddies throughout the year whether vessels could at all times make use of jetties of other facilities. We are of opinion that the expenditure required to maintain any works at, or in the neighbourhood of Luff Point, would be considerable on account of the erosive action to which the right bank of the Hooghly in this locality is subject.

We are of opinion that it is not under existing conditions desirable to establish a coal depôt at or near Luff Point, as this would be of little, if any, use to the coal industry as a whole.

We are of opinion that, if, at some future time, it should be found necessary or desirable to establish such a depôt, or an auxiliary port in any form at Luff Point, or at any other place on the Hooghly, such depôt or port should be established and controlled by Government through the Commissioners of the port of Calcutta:

W. A. INGLIS.

E. CABLE.

A. THÖLE.

B. I. SHADBOLT.

W. S. GOODRIDGE.

28th December 1903.

*Rider by Mr. A. Thöle.*

With reference to Part III, paragraph 10 of the above report, it seems evident to me that to the proposers of the scheme, namely, the British Indian Steam Navigation Company who, according to Mr. Hamilton's evidence, export not less than 400,000 tons of coal for consumption in their own fleet, and who are interested in the Jherria coal-fields, the Luff Point scheme would offer a handsome total annual saving. By reason of their combining, as far as their exports for own consumption are concerned, the functions of producer, shipper, ship-owner and consumer they would have the undivided benefit of cheaper rail freight, if any, and of all saving in time on the sea voyage. Such benefit would be small per ton, could not therefore stimulate the exports or consumption of Bengal coal in general, nor could it, when split up, benefit the general coal trade in any appreciable manner.

A. THÖLE.

Enclosure No. 2 to Government of India, Public Works Department,  
Notification No. 277, dated 30th August 1904.

No. 577 Marine, dated Calcutta, the 31st March 1904.

From—Mr. D. B. HORN, Secretary to the Government of Bengal, Marine Department,

To—The Secretary to the Government of India, Public Works Department.

WITH reference to your letter No. 225 R.C., dated the 4th ultimo, asking for an expression of the views of His Honour the Lieutenant-Governor on the conclusions of the Committee appointed to consider and advise on the question of establishing a port for the shipment of coal at Luff Point as set forth in their report, I am directed to make the following observations.

2. Three questions were submitted for the consideration of the Committee:—

- (a) The facilities required at Luff Point on the right bank of the Hooghly river for the accommodation and shipment of coal.
- (b) Whether they can be provided.
- (c) The agency which should provide the works and control the business at Luff Point.

3. Before attempting to express any opinion on the conclusions arrived at by the Committee, it is first of all necessary to ascertain how the scheme originated; what its nature and object are; and the advantages claimed for it.

4. The question of providing facilities for shipment of coal on the right bank of the Hooghly, below the James and Mary shoal, was first brought forward in 1897 by Messrs. Ewing and Company, who proposed to build a dock at Gewankhali. The scheme was considered by the Port Commissioners, and the Vice-Chairman at the time reported unfavourably on it. The Managing Agents of the British India Steam Navigation Company were at first in favour of the scheme, but after ascertaining the nature of the Vice-Chairman's report, they stated that they were not prepared to recommend the adoption of the scheme. The present proposal (*viz.*, to establish a depôt a little above Luff Point for shipment of coal) was laid before the Agent of the Bengal-Nagpur railway by the British India Steam Navigation Company. The depôt is intended to be somewhat similar to that which the Company at present possesses in Garden Reach. The Agent of the Bengal-Nagpur railway, in February 1903, submitted the scheme to the Government of India, and asked for its definite sanction, because the British India Steam Navigation Company contemplated acquiring the land for the depôt, and if the Railway Company provided a siding from the main line to the depôt, the British India Steam Navigation Company would then be in a position to transport coal direct from the coal-fields. The Agent of the railway pointed out that the acquisition of the land by one exporter (the British India Steam Navigation Company) would not be to the advantage of the coal trade generally and therefore advocated the land being acquired by the Railway Company, to which the Government of India agreed. The necessary notification appeared in the *Calcutta Gazette*, dated the 27th May 1903.

5. This led to a representation by the Port Commissioners, who were informed, in reply, by the Government of India that as certain private firms contemplated the acquisition of land at Luff Point for the purpose of establishing a coal depôt, and the Government of India were convinced that such a scheme should not fall into the hands of private persons, the Government of India had directed the issue of a notification for the acquisition of the land, and at the same time had requested the Bengal Government that, pending further consideration of the scheme, no further action should be taken to commit the State in the matter. To enable the Government of India to arrive at an

impartial decision on this important question, they appointed (in their letter No. 1067 R.C., dated the 4th July 1903) a Committee, composed of members unconnected in any way either with the port or trade of Calcutta, to consider the question and report.

6. This in brief, is how the scheme originated: its object is to cheapen the price of coal for export, and the advantages claimed on behalf of the scheme by its supporters are as follows. Its principal and only supporters are:

The Managing Agents of the British India Steam Navigation Company and the Bengal-Nagpur Railway Company	...	...	As carriers.
Messrs. Jardine, Skinner and Company	...	}	As coal proprietors.
Messrs. Kilburn and Company	...		
The British India Steam Navigation Company	...	...	As consumers.

The advantages claimed for the scheme on behalf of shipowners are:

- (i) Gain in time.
- (ii) Avoidance of the risks of the river above.
- (iii) The possibility of using larger vessels.
- (iv) Saving in fees for pilotage.

The Hon'ble Mr. Hamilton, of the British India Steam Navigation Company, anticipated a saving of six to eight annas a ton on shipping coal from Luff Point, as compared with the Kidderpore Docks, with the class of vessels now in use. He based his estimate on the assumption that there would be a saving of three days in each voyage. Mr. Hamilton also stated that he had good authority for believing that larger steamers could load at Luff Point, and that by using vessels with a carrying capacity of 18,000 tons (probable draft 27 feet) and comparatively small engine power, a material reduction was possible in freight charges.

The Agent of the Bengal-Nagpur railway placed two proposals before the Committee. His first proposal was to erect four jetties in the bight, known as Puppies' Parlour (which is a little to the north of Luff Point), to be fitted with arrangements for the mechanical shipment of coal, and to construct a branch line from Panchkura to the jetties, a distance of about 29 miles. His second and more ambitious proposal was to construct, in addition to this branch line, two new chord lines (in order to short circuit the existing line from Midnapore to Jherria): one of 19 miles in length for the upper or Jantipahari chord, and the other 41 miles long for the lower or Garbetta-Panchkura chord. With these lines of railway, he hoped to be able to compete with the East Indian railway for the coal trade, and make a material reduction in railway rates. There is still one more advantage claimed for the depôt which is a most important one. This was put forward by coal proprietors on the Jherria field represented by Messrs. Bankier and Ashton, who maintained that if a reduction of twelve annas to one rupee per ton were made, there would be a considerable expansion of the trade even if Bengal coal did not oust Japan coal from Singapore.

7. As the report of the Committee has been with the Government of India for some little time, it is unnecessary to refer in detail to the evidence brought forward by either the opponents or supporters of the scheme. I am therefore merely to state in few words the conclusions arrived at by the Committee, after a review of the evidence which was placed before them.

8. As regards gain in time, the Committee, after weighing all considerations, concluded that a saving of 36 hours only was possible for ships using Luff Point, and that the probable advantage to shipowners, based on a daily demurrage rate of Rs. 750 for a ship of 6,000 tons, was equivalent to three annas per ton. As to the possibility of larger vessels being able to load at Luff Point,

it was pointed out to the Committee that, although deep draft vessels could enter Bombay harbour, they would be unable to proceed direct either to certain ports on the coast of India or to others in the Straits. Taking this factor into consideration, as well as the improvement of the river and docks contemplated by the Port Commissioners, the Committee were of opinion that, although Luff Point would give some advantage to the owners of very large vessels, they were unable to say that it would give any tangible advantage to the coal industry.

9. Regarding the avoidance of risks which are supposed to attend the navigation of the upper reaches of the river, the Committee considered that no appreciable value could be attached to this. There is a serious miscalculation by Mr. Beckett, and the saving in pilotage would only amount to  $8\frac{1}{2}$  pies per ton, so that the total advantage to shipowners would be  $3\frac{1}{2}$  annas per ton. The Committee, therefore, concluded that it was improbable that so small a saving could be of any value to the coal-producer.

10. As to the supposed advantage to be gained in lower railway freights, a reference to the distances from the coal-fields, which are given on page 9 of the report, is sufficient to show that with Mr. Beckett's first proposal the Bhoura and Bhaga collieries would be a little nearer Luff Point than Kidderpore; but for the remainder of Jherria and the other coal-fields the mileages would still be in favour of Kidderpore. From Mr. Beckett's second proposal, the advantage to be gained as to distance is more favourable. For the Jherria, Chowrashi, and Sanctoria fields, the distances would be distinctly in favour of Luff Point; for the Raniganj field (Asansol and Sitarampur) the distances would be practically the same; while for the fields to the north of the East Indian railway, the Kidderpore route would be the shortest. In money value, Sanctoria would benefit about  $2\frac{1}{2}$  annas a ton, and Chaurashi and Jherria from  $4\frac{1}{2}$  to 7 annas; but, in order to give this benefit, seventy miles of new railway would have to be constructed, and an additional 19 miles for Sanctoria, at an estimated cost of Rs. 1,07,36,000. If, however, the Bishenpur-Howrah railway were constructed, the table of distances, given on page 10 of the report, shows that by this line the Jherria and Chaurashi coal-fields would be almost equidistant from Kidderpore by Shalimar wagon ferry, and Luff Point by the chords.

11. During the enquiry, it was necessary to ascertain the approximate output of coal from the different fields, and the following are the figures for 1902 :—

						Tons.
Jherria	...	...	...	...	...	6,29,000
Raniganj	...	...	...	...	...	1,229,000

Of the output from the Jherria field, 454,000 tons had to be sent by the Bengal-Nagpur railway along the East Indian railway. From Ondal 378,000 tons and from Sitarampur 224,000 tons were despatched, for which Kidderpore is the natural route. With these figures before them, it was evident to the Committee that under no circumstances could Luff Point expect to draw the whole of the coal export trade, and that the Bishenpur-Howrah railway would, as far as the Jherria field is concerned, give a route to Kidderpore of the same length as that to Luff Point by the chords. This conclusion is, in the opinion of the Lieutenant-Governor, accurate in respect of circumstances at present contemplated. But if at any future time it should become necessary to construct the chord line from Ondal to Bankura, the Bengal-Nagpur railway would then be in a position to compete for the Ondal coal traffic.

12. There only remains one other advantage for consideration, *viz.*, the possibilities of increased expansion of the coal trade due to the cheaper price of coal at the port of shipment owing to reduced railway rates and lower steamer freights. As has been already stated in this letter, it was claimed by Messrs. Bankier and Ashton that if a reduction of twelve annas to one rupee per ton were made, there would be a considerable expansion of the trade



even if Bengal coal did not drive Japanese coal from the Singapore market. Mr. Lee, who is interested in Jherria, stated that expenditure of capital on a new coal shipment depôt would only be justified if the expansion of the coal export trade was being crippled by the inadequacy of the existing facilities, while the representative of the Bengal Coal Company gave it as his opinion that the coal trade is suffering from over production, and that any reduction in charge is a step in the right direction; but any reduction is ineffective unless the quality of the coal is on a par with the Australian and Japanese coal. From the evidence tendered, it was evident to the Committee that the probabilities or possibilities of an expansion of the trade were necessarily hypothetical and those who were in favour of the scheme had to bear in mind that similar reductions of charges on the part of their rivals might also be possible. It was also pointed out to the Committee that there was great fluctuation in freight between Calcutta and Bombay, which the Committee considered would quite outweigh any advantage which exporters might hope to gain by shipping at Luff Point. The Committee also concluded that Kidderpore can deal with existing trade, and can adapt itself to such natural increase as can be expected.

13. It is now only necessary to refer to the views of the mercantile community regarding the scheme. Mr. Beckett's proposal is favoured by those interested in Jherria: opinion as regards Sanctoria is divided; while the coal proprietors in the Raniganj field are opposed to it. Taking the industry as a whole, the Committee consider the opinion to be adverse, and quote a statement made by Mr. McLeod, of the Bengal Coal Company, at one of the Committee meetings, to the effect that it is inconceivable that Government should sanction a scheme, costing over a crore of rupees, which would benefit almost exclusively a particular group of collieries on the fringe of the Jherria coal-field.

14. The shipping industry, as a whole, is opposed to the scheme. Messrs. Turner, Morrison, Messrs. Graham and Company, and Messrs. Finlay, Muir and Company have emphatically stated that they do not want a port at Luff Point, and they do not anticipate any general reduction in freight charges, if there was one. Mr. Baker's Committee, which was appointed to enquire into the working of the Port Trust, considered this very question in 1900, and their conclusion, which was very strongly emphasised, was most decidedly antagonistic. The Port Commissioners have vigorously opposed the scheme throughout, and the following are the names of the non-officials and the Associations which they represent:—

Mr. Sutherland	...	} Nominated by the Bengal Chamber of Commerce.
The Hon'ble Mr. Apear	...	
Mr. James Turner	...	
Kumar Denendra Narain Roy	...	Calcutta Corporation.
Mr. Larmour	...	Calcutta Trades.
Mr. D. Currie	...	By the Lieutenant-Governor.
Babu Nalin Behary Sarkar	...	Bengal Chamber of Commerce.
" Murali Dhar Roy	...	National Chamber of Commerce.
Mr. Rivers Currie	...	Bengal Chamber of Commerce.

A glance at the names and the Associations which they represent is sufficient guarantee that the Commissioners have an intimate acquaintance with the trade of Calcutta, and the facilities for shipment which the trade demands. When, therefore, the opinion of the great majority of the Commissioners is opposed to any scheme which concerns the port, the Lieutenant-Governor naturally attaches considerable weight to that opinion.

15. The following are the replies of the Committee to questions (a), (b), and (c) which were submitted for their consideration:—

" (a) We are of opinion that it is not under existing conditions desirable to establish a coal depôt at or near Luff Point as this would be of little, if any, use to the coal industry as a whole..



"(d) We consider that there is no physical impossibility in providing facilities at Luff Point for the accommodation and shipment of coal. We consider, however, that it would not be prudent to incur any large expenditure without first ascertaining by means of careful observations of the current and eddies throughout the year whether vessels could at all times make use of jetties or other facilities. We are of opinion that the expenditure required to maintain any works at or in the neighbourhood of Luff Point, would be considerable on account of the erosive action to which the right bank of the Hooghly in this locality is subject.

"We are of opinion that it is not, under existing conditions, desirable to establish a coal depôt at or near Luff Point, as this would be of little or no use to the coal industry as a whole.

"(c) We are of opinion that, if at some future time, it should be found necessary or desirable to establish such a depôt or any auxiliary port at Luff Point, or at any other place in the Hooghly, such depôt or port should be established and controlled by Government through the Commissioners of the Port of Calcutta."

16. The evidence which is referred to in the previous paragraphs of this letter shows, without doubt, how distinctly adverse the general feeling of the commercial community is to the establishment of a port at Luff Point. I am, therefore, to say that the Lieutenant-Governor is inclined to accept the decision of the Committee, which is all the more important when it is remembered that it is the decision of a Committee whose members (with one exception) were in no way connected either with the trade or port of Calcutta.

17. Regarding the answer to question (b), the Lieutenant-Governor is advised that there would be no physical difficulty in constructing a depôt for the shipment of coal; but His Honour agrees with the Committee that the need for such a depôt has not been established at present. It is true that the Bengal-Nagpur Railway Company is unable to compete on equal terms with the East Indian railway for its share of the coal trade; and it is equally true that with the advent of the Bengal-Nagpur railway into the coal-fields, the coal industry benefited by an appreciable reduction of railway rates on the East Indian railway. Still with these facts before him, the Lieutenant-Governor, as at present advised, considers that the coal trade is not sufficient to require more facilities than have already been provided. He is, therefore, unable to recommend the expenditure of over one crore of rupees in providing additional facilities to enable the Bengal-Nagpur railway to compete for a trade, the bulk of which is being done by the East Indian railway to the evident satisfaction of the coal industry as a whole. By the construction of the Bishenpur-Howrah railway the necessary competition would be equally well secured; and Calcutta would be provided with an additional inlet for the trade from the west of the Province and the United Provinces, as well as with another bridge across the Hooghly in the immediate neighbourhood of Calcutta.

18. Besides, the Lieutenant-Governor is advised that the proposed jetties would be of no great assistance towards relieving the general trade of the port of Calcutta, and Sir Andrew Fraser is satisfied that should it be found necessary, in the future, to provide an auxiliary port on the Hooghly, nothing short of a dock equipped with all the latest modern appliances would suffice.

19. The Committee, on page 17 of their report, have stated it as their opinion that "the Port Commissioners can, without unduly taxing the rest of the trade, provide for coal export as well as for the export of general cargo at Kidderpore." Looking, however, at the great railway development, which has taken place in this Province and is still in progress, it seems to the Lieutenant-Governor that this is a convenient opportunity, which might be utilized by the Port Commissioners, to cause a detailed enquiry to be made, in consultation with the railway officers, in order to ascertain what increased demands are likely to be made on the docks at Kidderpore, say within the next ten years. At the present moment, there is no bridge across the Ganges below Benares; but it may be safely assumed that this state of things will not be allowed to continue much longer. The Lieutenant-Governor thinks that, if a bridge at Sara Ghat is not commenced within the next year or two, the merchants and the public of Calcutta will have some reason to be dissatisfied with the Railway Administration.

20. The port of Calcutta has to serve almost the whole of Bengal, portions of Assam, the United Provinces, and the Central Provinces. It may be confidently expected that, with direct railway communication established across the Ganges, the increase of traffic will be considerable. It seems to the Lieutenant-Governor almost impossible to expect that one port could continue to suffice for so large a tract of highly cultivated country. In any case, it is more than probable, even if traffic does not increase in proportion to the improved facility of communication between the two banks of the Ganges, that the traffic will be delivered more rapidly at the port, and unless timely measures are taken, the facilities for dealing with it may not be ready. It seems to the Lieutenant-Governor that the question of an auxiliary port is likely to be a larger one than is at present contemplated by the Bengal-Nagpur railway.

21. There only remains for consideration the question of agency. This question was discussed in 1882, when the Bengal Government proposed to construct docks at Diamond Harbour. Although that scheme was supported by the official members of the Committee, it was vetoed by the mercantile members. Mr. Keswick, of Messrs. Jardine, Skinner and Company, was the principal dissident, and the following extract on the question of agency is abstracted from his note of dissent:—

"That the docks, if constructed at Diamond Harbour, and the railway to them should be under one administration, I grant; but would deprecate permitting any company to construct and work docks at Diamond Harbour. If docks are to be constructed there, or anywhere else, to serve Calcutta, they and the present port property must, in my opinion, be under one administration and worked for the general good, so that in considering either the Diamond Harbour scheme or Mr. Bruce's scheme, the reduction of income in connection with the existing property of the Port must be considered along with the probable income of the new scheme."

The Calcutta Port Trust was constituted in 1870, and when the amendment of the Act was before the Council in 1890, the Hon'ble Mr. Allen, who was Legal Remembrancer at the time, made the following statement in the discussion on the rights of individuals in private jetties:—

"The principle upon which the Act of 1870 was based was that the responsibility for taking care of the Port of Calcutta, for levying tolls in trade, and for raising money to construct works of utility, by which the facilities for shipping and unshipping goods would be increased, should not rest upon private individuals; but that a public body under the control of the Government should be incorporated, on which the management would vest; looking not for dividends to be divided among shareholders or profits to be carried off by transitory merchants, but this public body should borrow money and simply provide for paying interest thereon, not charging the shipping anything more than was necessary for the purpose."

The following standing order of the House of Commons may also be quoted:—

"No Railway Company shall be authorised to construct or enlarge, purchase, or take on lease, or otherwise appropriate any canal, dock, pier, harbour or ferry, or to acquire any steam-vessels for the conveyance of goods and passengers, or to apply any portion of their capital or revenue to other objects, distinct from the undertaking of a Railway Company, unless the Committee on the Bill report that such a restriction ought not to be enforced, with the reasons and facts on which their opinion is founded."

The Port Commissioners have administered the business of the port for the last 34 years, and, in order to illustrate the progress made during the first twelve years of its existence, the following extract from a minute by Sir Rivers Thompson, dated the 17th February 1883, is interesting:—

"Now, in considering the measures which have been adopted during the last twelve years to extend the facilities within the port, it is desirable to notice the great improvements which have been made under the Port Trust. Twelve years ago (I am quoting from the report of the Committee on the Diamond Harbour Dock project) 'there were no jetties, wharves, warehouses, or appliances available generally for loading or unloading vessels in the port of Calcutta. Vessels were moored in the river and cargoes were discharged and taken in by means of cargo boats. The Port Trust was established in 1870, and since then great

facilities have been provided by the construction of jetties supplied with suitable godsheds, hydraulic and steam cranes, and a line of tramway in rear of the jetties in connection with the Eastern Bengal railway. During the period in question the number of jetties has been doubled. There are now eight of them, and the extent and growth of their advantages may be gathered from the fact that, while the number of vessels accommodated by the jetties was in 1869-70 only 75, in 1880-81 there were 198."

22. Since this minute was written the facilities for dealing with the trade have been greatly extended. In 1883 when the merchants asked for the construction of docks at Kidderpore, the Commissioners raised the necessary funds and at once set to work to provide the facilities required. The Kidderpore Docks were completed in 1892-93, but the merchants declined to use them until August 1897, so that the facilities provided were in advance of requirements. It was the rapid and unexpected development of the coal trade which led to the docks being used, and, without the facilities provided there, it is questionable if the coal trade would have developed as rapidly as it has done. With the knowledge of this fact that the merchants, up to six years ago, considered that the jetties sufficed for both the import and export trade of the port, and that dock No 2 is still capable of providing for an additional 13 berths, it is evident that the Commissioners are in a position to meet more than a reasonable expansion of trade for some years to come.

23. With the above quoted opinions and in view of the statement of shipping facilities which have been provided in the past, the Lieutenant-Governor is satisfied that the Commissioners may be trusted to provide facilities for the expansion of the trade of the port in the future. He, therefore, accepts the Committee's conclusion, *viz.*, that, if an auxiliary port should be required, it should be established and controlled by Government through the Commissioners of the port of Calcutta. Should the expansion of the trade of the port in the future become so great as to be beyond the effective control of the Commissioners, and should it be found necessary to accept the assistance of private capitalists or of any outside agency, the Lieutenant-Governor is of opinion that such agency should only be employed on terms which had the approval of the Commissioners.

GOVERNMENT OF INDIA,  
PUBLIC WORKS DEPARTMENT.  
RAILWAY STATISTICS.

# STATEMENT OF APPROXIMATE GROSS EARNINGS OF INDIAN RAILWAYS.

N.B.—As regards the figures in columns *total earnings*, audited figures have been used as far as possible.

RAILWAYS.	AVERAGE EARNINGS PER MILE PER WEEK.		MEAN MILEAGE WORKED.		TOTAL EARNINGS FOR WEEK ENDING.		EARNINGS PER MILE OPEN FOR WEEK.		TOTAL EARNINGS FROM 1st JULY TO		TOTAL EARNINGS FROM 1st APRIL TO		RESULTS OF WORKING FOR OFFICIAL YEAR.	
	During 2nd-half of 1903.	During official year of 1902-03.	1903.	1904.	22nd August 1903.	30th August 1904.	1903.	1904.	22nd August 1903.	30th August 1904.	22nd August 1903.	30th August 1904.	Increase.	Decrease.
	R	R	Miles.	Miles.	R	R	R	R	R	R	R	R	R	R
<b>State and Guaranteed Railways.</b>														
East Indian	658	689	1,971	1,970	10,53,443	12,36,000	534	627	88,71,873	91,19,000	2,67,20,006	2,86,87,000	19,66,994	...
Bengal Central	246	212	1,359	1,359	31,513	37,300	277	268	1,01,534	2,03,000	4,08,094	5,09,000	10,906	...
Bengal Nagpur (incldg. Raipur-Diamtari 2' 6")	153	175	1,805	1,837	2,02,925	2,34,000	112	121	17,12,108	20,97,000	57,20,954	68,53,000	11,32,346	...
Great Indian Peninsula system	459	560	1,569	1,569	5,18,051	5,98,000	339	381	41,33,230	49,59,000	1,25,83,839	1,80,48,000	4,64,161	...
Indian Midland (incldg. Bhopal-Itarsi)	156	182	916	924	1,08,997	1,11,000	119	130	8,34,989	8,55,000	34,00,005	34,82,000	21,915	...
Berwada extn. (East Coast State)	243	260	21	21	3,786	5,000	186	236	31,910	31,000	1,13,066	1,19,000	5,934	...
North Western (incldg. Nowshera-Dargai 2' 6")	301	307	3,266	3,328	9,23,942	13,25,000	281	368	65,40,950	94,87,000	1,97,35,848	2,41,84,000	44,47,152	...
Quah and Rohilkhand (incldg. m. g.)	202	229	1,162	1,216	1,89,125	37,000	163	195	10,56,109	17,61,000	57,95,939	61,86,000	3,90,061	...
Eastern Bengal (incldg. metre and 2' 6")	466	400	809	(a) 977	3,27,643	(a) 3,74,000	304	383	11,91,423	(a) 21,10,000	56,24,044	(a) 57,36,000	1,11,956	...
Bombay, Baroda and Central India	591	692	461	504	1,99,195	2,42,000	433	480	16,41,195	17,42,000	71,23,062	70,03,000	...	1,20,062
Madras	282	275	900	905	2,34,814	2,57,000	261	284	17,98,864	18,79,000	52,71,201	54,31,000	1,59,799	...
North-East line	165	179	494	495	66,116	85,000	134	172	5,72,334	5,92,000	18,30,331	18,87,000	56,669	...
Hardwar-Dehra	145	159	32	32	3,751	3,900	117	132	32,196	29,203	1,11,251	1,05,000	...	6,251
Rajputana-Malwa (incldg. Godhra-Kutlam-Nagda 5' 6")	213	236	1,284	1,284	3,36,036	3,46,000	188	194	25,70,343	25,23,000	89,65,728	83,14,000	...	6,51,728
Palampur-Deesa	28	32	17	17	427	500	25	29	3,317	3,600	12,098	11,400	...	1,298
South Indian	209	210	1,124	1,124	2,12,115	2,57,000	139	229	17,55,034	17,54,000	50,40,077	49,96,000	...	44,077
Tinnevely-Quilon	104	99	50	78	4,452	7,200	89	94	25,399	44,800	51,924	1,13,000	61,076	...
Tanjore District Board	104	101	71	99	68,28	9,700	96	68	59,188	77,600	1,69,822	219,000	49,178	...
Southern Mahatā (incldg. G. M. Fron. sec.)	109	123	1,165	1,165	1,14,777	1,41,000	99	121	9,89,746	10,90,000	32,21,515	36,54,000	4,30,485	...
Mysore section (Southern Mahatā)	94	102	296	296	25,940	27,100	88	92	1,96,315	1,83,000	6,26,298	5,99,000	...	27,298
Bengal and N.-W. (incldg. Tirhoot sec.)	153	176	1,330	(b) 1,406	1,68,607	(b) 2,02,000	127	144	14,75,623	(b) 13,92,000	30,83,592	(b) 31,57,000	73,408	...
Lucknow-Bareilly	113	130	200	200	18,426	20,800	52	101	1,05,127	1,70,000	6,02,412	6,34,000	31,588	...
Assam-Bengal	79	75	643	740	34,496	48,500	54	66	2,84,609	3,70,000	8,13,571	9,62,000	1,48,429	...
Burma	176	204	1,337	1,337	2,05,823	2,28,000	154	171	15,58,197	15,74,000	49,02,623	51,62,000	2,59,377	...
Jodhpur-Hyderabad (British section)	88	94	124	124	12,733	10,300	103	83	82,739	77,900	245,016	2,52,000	6,974	...
Nigiri	273	319	17	17	4,106	5,400	245	318	32,200	41,800	1,28,819	1,31,000	2,181	...
Special gauge. } Jorhat	67	57	28	30	2,046	1,400	73	47	15,660	10,400	36,663	30,000	...	6,663
<b>TOTAL</b>	<b>276</b>	<b>297</b>	<b>21,821</b>	<b>22,434</b>	<b>59,10,822</b>	<b>60,50,100</b>	<b>230</b>	<b>270</b>	<b>3,94,02,752</b>	<b>4,43,71,200</b>	<b>12,94,91,188</b>	<b>13,84,64,400</b>	<b>89,73,212</b>	<b>...</b>

Standard gauge.

Metre gauge.

Standard gauge.	Metre gauge.	Special gauge.
Delhi-Umballa-Kalka	214	213
Tarakeswar	257	299
South Behar	181	128
Rohtas-Punjab (Delhi-Samastha)	93	98
Rajpura-Bhatinda	164	180
Ludhiana-Dhuri-Jakhal	81	76
The Nizam's Guaranteed State	311	237
Tapti Valley	80	91
Pettah Cambay	68	81
Nagda-Ujjain	51	65
Bina-Gooma-Bikan	39	44
Bhopal-Ujjain	61	70
Kolar Gold-fields	495	425
Rohtak and Kumaon (Co.'s sec.)	157	158
Noakhali (Bengal)	30	30
Mymensingh-Jamulpur-Jagannathganj	97	85
Bengal-Dooars	210	171
Bengal-Dooars extensions	90	66
Dibru-Sadiya	239	232
Shoranur-Cochin	105	109
Almedabad-Pirantij	47	57
Almedabad-Dholka	40	50
The Gackwar's railway	54	62
Kolhapur	82	88
Yesvanipar, Mysore Prov. sec. (Inclg. M. Nanjangud)	80	85
Birur-Shimoga	29	33
Hyderabad-Godavari Valley	87	108
Bhavnagar-Gondal-Jumadad-Porbandar	75	96
Jetalpur-Rajkot	65	75
Jamnagar	49	53
Dhargadra	31	40
Todhpur-Bikaner	49	59
Udaipur-Chitor	45	51
Darjeeling-Himalayan	348	366
Kalka-Simla (d)	73	108
Cooch Behar	81	73
The Gackwar's Dabhol	44	59
Rajpura	19	24
Morvi	59	63
Barvi	105	141
TOTAL	97	107
GRAND TOTAL	246	265

(a) Includes the Brahmaputra, Sultanpur and Ranaghat-Krishnagar Light railways purchased by the State.

(b) Includes the Sagauli-Raxaul railway purchased by the State.

(c) From 15th May to 22nd August 1903.  
(d) Opened from 9th November 1903.

(c) From 15th May to 22nd August 1953  
(d) Opened from 9th November 1953.

A. R. JACOBSON,

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**OFFICIAL PAPERS.**

*A SUPPLEMENT to the GAZETTE OF INDIA will be published from time to time, containing such Official Papers and information as the Government of India may deem to be of interest to the Public, and such as may usefully be made known. The Debates of the Legislative Council of His Excellency the Governor General will in future be published in PART VI of the GAZETTE.*

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**WHOLESALE AND RETAIL PRICES IN THE FIRST HALF OF  
AUGUST 1904 OF:**

RICE  
WHEAT AND FLOUR  
BARLEY  
JAWAR AND BAJRA  
RAGI  
KANGHI

MAIZE  
GRAM AND PULSE  
GHI  
SUGAR  
SALT  
TOBACCO

TURMERIC  
GRASS AND STRAW  
JAWAR STALKS  
BHUSA  
SHEEP, GOATS, AND BULLOCKS

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

WHOLESALE PRICES FOR THE FIRST HALF OF AUGUST

Districts	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Burma*—</b>												
<i>Tanasserim—</i>												
Mergui . . . . .	...	...	27.50	31.53	...	...	...	...	...	...	...	...
Tanay . . . . .	...	...	35.16	38.56	55.85	55.05	...	...	...	...	...	...
Monimeln and Amhorst . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Pegu (deltaic)—</i>												
Bangoon . . . . .	...	...	20.72	22.86	27.12	29.63	...	...	...	...	...	...
Thongwa . . . . .	...	...	31.68	31.08	...	...	...	...	...	...	...	...
Bassein . . . . .	...	...	32.49	44.14	...	...	...	...	...	...	...	...
<i>Pegu (inland)—</i>												
Henada . . . . .	...	...	23.19	36.55	...	...	...	...	...	...	...	...
Toungoo . . . . .	...	...	26.89	34.97	...	...	...	...	...	...	...	...
<i>Upper Burma—</i>												
Mandalay . . . . .	...	...	32.49	37.87	18.00	31.07	...	...	...	...	...	...
Bamo . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku . . . . .	...	...	33.51	43.34	...	...	...	...	...	...	...	...
<i>Arakan—</i>												
Kyaukpada . . . . .	...	...	30.77	36.96	...	...	...	...	...	...	...	...
Akyal . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Assam—</b>												
<i>Brahmaputra—</i>												
Goalpara . . . . .	11.87	13.76	28.75	28.75	...	...	...	...	...	...	...	...
Gauhati . . . . .	...	...	30	30	...	...	...	...	...	...	...	...
<b>Bengal*—</b>												
<i>Eastern—</i>												
Chittagong . . . . .	...	...	30	31.25	...	...	...	...	...	...	...	...
Dacca . . . . .	...	...	27.5	27.5	21.25	21.25	...	...	12.5	20	...	...
<i>Delhi*—</i>												
Midnapur . . . . .	...	...	26.87	40	...	...	...	...	...	...	...	...
Calcutta . . . . .	...	...	42.5	42.5	32.5	32.5	...	...	23.75	33.75	32.5	33.75
<i>Central—</i>												
Bardwan . . . . .	...	...	31.25	42.5	...	...	...	...	...	...	...	...
Pabna . . . . .	...	...	34.06	39.23	30.02	24.39	...	...	...	...	...	...
<i>Northern—</i>												
Rangpur . . . . .	...	...	35	30	35.31	35	...	...	...	...	...	...
<i>Orissa—</i>												
Cuttack . . . . .	...	...	23.23	25	30	30	...	...	...	...	...	...
<i>Bihar, south—</i>												
Patna . . . . .	...	...	24.09	30	21.87	23.12	...	...	15	18.12	15	21.37
<i>Bihar, north—</i>												
Bhagalpur . . . . .	...	...	28.75	35.05	24.37	28.75	...	...	16.25	20.31	...	...
Muzaffarpur . . . . .	...	...	28.25	31.87	25	27.5	...	...	15	18.75	...	...
<b>United Provinces:</b>												
<i>(a) Agra—</i>												
<i>Eastern—</i>												
Banaras . . . . .	19.37	18.33	33.33	33.33	24.34	26.35	32.6	29.95	16.98	19.17	...	18.54
<i>Central—</i>												
Cawnpore . . . . .	18.18	22.86	30.73	34.79	23.91	25.42	26.25	28.50	13.99	16.59	...	...
Jhansi . . . . .	19.74	20	39.06	41.09	25.42	25.69	...	...	14.27	19.06	15.1	15.52
<i>Western—</i>												
Meerut . . . . .	...	...	36.46 to 50	36.46	22.86	24.22	28.50	32.5	14.27	17.76	14.82	23.24
Agra . . . . .	25	19.06	51.56	47.03	24.89	25.94	27.06	29.53	16.09	20.47	15.83	17.76
<i>Submontane, west—</i>												
Shahjahanpur . . . . .	...	...	...	...	22.86	24.22	...	...	12.92	15.21	...	...
<i>(b) Oude—</i>												
<i>Southern—</i>												
Lucknow . . . . .	20	20	33.33	34.43	23.96	25.31	28.44	31.38	14.79	16.31	19.06	16.44
<i>Northern—</i>												
Fyzabad . . . . .	17.5	20	37.5	40	23.91	25.68	...	...	15.94	17.71	...	...

\* The figures under "Rice, husked" represent the prices of common rice



(The figures state prices in rupees per ten maunds)

BAJRA		BAGI		MAIZE		GRAM		ARHAR DÁL		CHH		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
												<b>Burma—</b>
												<i>Tenasserim—</i>
												Mergui
												Tavoy
						40.76	40.76	30	30			Moulmein and Amherst
						23.88	24.62	25.4	26.07			<i>Pegu (deltaic)—</i>
						26.19	32.16					Rangoon
												Thongwa
												Bassoon
						33.67		45.71	48.12			<i>Pegu (inland)—</i>
						36.81	38.1					Hensada
												Toungoo
				13.31		25	28.32	40.76	45.30			<i>Upper Burma—</i>
						16.67	26.67	40.25	41.20			Mandalay
												Bamo
												Pakokku
						38.1	40	50	50			<i>Arakan—</i>
												Kyaukpada
												Akyab
												<b>Assam—</b>
												<i>Brahmaputra—</i>
												Goalpara
												Gauhati
												<b>Bengal—</b>
						31.25	31.25	45	42.5	350	330	<i>Eastern—</i>
						22.5	25	22.5	25	425	400	Chittagong
												Dacca
						25.75	26.25	32.5	40	330	330	<i>Deltaic—</i>
						28.75	31.25					Midnapur
26.25	26.25				23.75	27.5	25	45	42.5	390	390	Calcutta
						24.37	27.5	30.44	42.5	330	330	<i>Central—</i>
						22.5	23.12	33.75	39.53	350	330	Bardwan
												Pabna
					23.75	22.10	26.25	33.33	35	330.35	300	<i>Northern—</i>
												Rangpur
						22.5	20.62	21.25	24.37	380	345	<i>Orissa—</i>
												Outback
				14.06	16.75	18.75	20	34.37	18.75	300	300	<i>Bihar, south—</i>
												Patna
				16.56	30	19.37	20.31	26.25	31.35	340	305	<i>Bihar, north—</i>
		15.62		15.62	19.06	19.06	19.06	23.44	27.5	320	278.12	Bhagalpur
												Muzaffarpur
												<b>United Provinces:</b>
												(a) AGRA—
						18.06	20.21	23.07	33.91	345.05	335.25	<i>Eastern—</i>
												Banaras
15.62	19.13					18.16	19.53			304.74	320	<i>Central—</i>
						16.72	19.53			297.65	304.74	Cawnpore
												Jhansi
15.99	21.01			11.72	15.99	17.6	21.04	22.24	30.76	336.37	304.74	<i>Western—</i>
16.3	19.48					17.55	20.99	20.57	38.07	312.19	304.74	Meerut
												Agra
						20.78	20.53			330	330	<i>Submontane, west—</i>
												Shahjahanpur
												(b) OUDH—
19.06	18.44			17.08	17.31	20	20	16.67		340	320	<i>Southern—</i>
												Lucknow
						18.28	18.12			340	340	<i>Northern—</i>
												Fyzabad

WHOLESALE PRICES FOR THE FIRST HALF OF AUGUST -continued

DISTRICTS	SUGAR, RAW (Bar)		SALT		TOBACCO LEAF		TURMERIC		GRASS		STRAW	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
Burma—												
Tanasserim—												
Mergol	...	...	13'56	9'04	...	...	...	...	...	...	...	...
Tavoy	...	...	22'54	22'54	...	...	...	...	...	...	...	...
Moulmein and Amphlet	...	...	18'77	18'77	...	...	...	...	...	...	...	...
Pegu (deltaic)—												
Rangoon	...	...	19'05	19'05	...	...	...	...	...	...	...	...
Thongwa	...	...	22'46	22'46	...	...	...	...	...	...	...	...
Bassoon	...	...	22'61	22'61	...	...	...	...	...	...	...	...
Pegu (inland)—												
Hennada	...	...	21'26	21'02	...	...	...	...	...	...	...	...
Tonungoo	...	...	24'24	24'81	...	...	...	...	...	...	...	...
Upper Burma—												
Mandalay	...	...	22'51	22'86	...	...	...	...	...	...	...	...
Namo	...	...	...	...	...	...	...	...	...	...	...	...
Pakokku	...	...	24'71	24'71	...	...	...	...	...	...	...	...
Arahan—												
Kyaukpyn	...	...	...	...	...	...	...	...	...	...	...	...
Akyab	...	...	21'05	20'36	...	...	...	...	...	...	...	...
Assam—												
Brakhmaputra—												
Coolpara	55	42'5	...	...	...	...	...	...	...	...	...	...
Ganhadi	...	...	...	...	...	...	...	...	...	...	...	...
Bengal—												
Eastern—												
Chittagong	55	50	37'5	27'5	100	112'5	...	...	...	...	...	...
Dacca	60	55	29'37	85	85	80	...	...	2'10	1'56	...	...
Deltaic—												
Midnapur	{ 50 to 52'5 }	{ 52'5 to 56'25 }	28'75	28'12	{ 50 and 80 }	{ 70 and 100 }	...	...	...	...	6'87	12'5
Calcutta	42'5	42'5	26'25	20'25	80	90	...	...	11'25	11'25	7'5	7'5
Central—												
Bardwan	50	43'75	27'5	27'5	...	...	...	...	...	...	10	7'5
Fabna	47'5	43'75	30	31'25	110	110	...	...	...	...	8'75	8'75
Northern—												
Rangpur	62'10	52'5	33'28	50	44'58	90	...	...	1'87	1'58	7'5	4'87
Orissa—												
Cuttack	51'56	41'25	25	25	42'5	42'5	...	...	4'60	4'87	5'31	5
Bihar, south—												
Patna	43'5	40	29'37	31'87	35	40	...	...	2'5	2'5	...	...
Bihar, north—												
Bhagalpur	46'25	45	28'91	26'59	{ 45'62 to 50 }	{ 35 }	...	...	...	...	...	...
Munaffarpur	38'12	30'78	31'67	31'87	80	...	...	...	...	...	...	...
United Provinces:												
(a) Agra—												
Eastern—												
Bonara	47'31	45'12	...	...	...	...	...	...	...	...	...	...
Central—												
Cawnpore	47'06	42'08	...	...	50	60	70	50	...	...	...	...
Jhansi	55	52'18	...	...	...	...	69'37	50	...	...	...	...
Western—												
Meerut	...	...	...	...	...	...	...	...	...	...	...	...
Agra	40	38'02	...	...	80	120'07	45	48'75	5	8'75	5	4'01
Submontane, east—												
Shahjahanpur	...	...	...	...	...	...	{ 55 and 60 }	{ 50 and 55 }	...	...	...	...
(b) Oudh—												
Southern—												
Lucknow	45	55	...	...	70	60	...	...	2'5	8'75	...	...
Northern—												
Fyzabad	35	35'25	...	...	...	...	...	...	...	...	...	...

(The figures state prices in rupees per ten mounds)

JAWAR STALKS		BRUSA		SHEEP, PER SCORE		GOATS, PER SCORE		PLOWB BULLOCKS, PER PAIR		Districts
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
										Burma—
										Tenasserim—
101	100	400	381	120	117	900	111	100	100	Mergui
101	100	400	381	120	117	900	111	100	100	Tavoy
100	100	400	381	120	117	900	111	100	100	Moulmein and Amherst
										Pegu (deltaic)—
100	100	400	381	120	117	900	111	100	100	Bangoon
100	100	400	381	120	117	900	111	100	100	Thongwa
100	100	400	381	120	117	900	111	100	100	Bassein
										Pegu (inland)—
100	100	400	381	120	117	900	111	100	100	Henzada
111	100	400	381	120	117	900	111	100	100	Toungoo
										Upper Burma—
100	100	400	381	120	117	900	111	100	100	Mandalay
100	100	400	381	120	117	900	111	100	100	Bamo
100	100	400	381	120	117	900	111	100	100	Pakokku
										Arakan—
100	100	400	381	120	117	900	111	100	100	Kyaukpyn
100	100	400	381	120	117	900	111	100	100	Akyab
										Assam—
100	100	400	381	120	117	900	111	100	100	Brahmaputra
100	100	400	381	120	117	900	111	100	100	Golpara
100	100	400	381	120	117	900	111	100	100	Gauhati
										Bengal—
100	100	400	381	120	117	900	111	100	100	Eastern—
100	100	400	381	120	117	900	111	100	100	Chittagong
100	100	400	381	120	117	900	111	100	100	Dacca
										Deltic—
100	100	400	381	120	117	900	111	100	100	Midnapur
100	100	400	381	120	117	900	111	100	100	Calcutta
										Central—
100	100	400	381	120	117	900	111	100	100	Hardwar
100	100	400	381	120	117	900	111	100	100	Panna
										Northern—
100	100	400	381	120	117	900	111	100	100	Rangpur
										Orissa—
100	100	400	381	120	117	900	111	100	100	Cuttack
										Bihar, south—
100	100	400	381	120	117	900	111	100	100	Patna
										Bihar, north—
100	100	400	381	120	117	900	111	100	100	Bhagalpur
100	100	400	381	120	117	900	111	100	100	Muzaffarpur
										United Provinces:
										(a) AGRA—
100	100	400	381	120	117	900	111	100	100	Eastern—
100	100	400	381	120	117	900	111	100	100	Benares
100	100	400	381	120	117	900	111	100	100	Central—
100	100	400	381	120	117	900	111	100	100	Cawnpore
100	100	400	381	120	117	900	111	100	100	Jhansi
										Western—
100	100	400	381	120	117	900	111	100	100	Meerut
100	100	400	381	120	117	900	111	100	100	Agra
100	100	400	381	120	117	900	111	100	100	Submontane, west—
100	100	400	381	120	117	900	111	100	100	Shahjahanpur
										(b) OUDH—
100	100	400	381	120	117	900	111	100	100	Southern—
100	100	400	381	120	117	900	111	100	100	Lucknow
100	100	400	381	120	117	900	111	100	100	Northern—
100	100	400	381	120	117	900	111	100	100	Fyzabad

## WHOLESALE PRICES FOR THE FIRST HALF OF AUGUST—continued

Districts	RICE, UNHUSKED		RICE, HUSKED		WHEAT		FLOUR (WHEAT)		BARLEY		JAWAR	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Rajputana—</b>												
<i>Rastar—</i>												
Ajmer . . . . .	12½	12½	...	...	27.34	32.03	...	...	19.06	21.22	16.67	20
<b>Panjab—</b>												
<i>Southern—</i>												
Ferozepur . . . . .	19.06	20	44.37	44.27	21.00	22.19	26.73	30	12.97	14.64	18.75	20
<i>Central—</i>												
Lahore . . . . .	24.22	22.80	38.07	41.43	22.55	22.86	25.09	27.5	14.53	16.3	17.12	19.33
<i>South-eastern—</i>												
Delhi . . . . .	...	...	42.13	40	24.38	25.78	30.73	31.3	14.84	17.81	14.27	20
<i>Submontane—</i>												
Amritsar . . . . .	21.04	24.22	30.01	40	21.61	21.04	23.54	25.78	...	...	12.13	...
<i>Northern—</i>												
Rawalpindi . . . . .	20	20	50	45.08	23.54	25.42	26.67	28.59	13.33	18.75	15.99	22.10
<i>Western—</i>												
Multan . . . . .	14.27	20	27.55	30.78	25	26.07	30.73	30.33	15.05	19.06	13.33	21.04
<b>Sind and Baluchistan—</b>												
<i>Karachi . . . . .</i>	...	...	39.58	30.60	20.87	20.94	...	...	...	...	20	...
<i>Shikarpur . . . . .</i>	...	...	38.75	37.5	26.87	25.94	...	...	16.87	...	13.12	16.00
<i>Quetta . . . . .</i>	...	...	...	...	31.25 to 33.75	30 to 33.75	57.5	57.5	20 to 21.25	22.5	16.87	20
<b>Bombay—</b>												
<i>Deccan and Konkan—</i>												
Dharwar . . . . .	...	...	...	...	...	23.85	...	...	...	...	15.70	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	35.07	...	...	...	...	...	...	...	...
<i>Khandesh and N.E. Deccan—</i>												
Ahmadnagar . . . . .	...	...	35.26	...	24.01	31.77	...	...	...	...	...	13.02
Dhulia . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Gujarat—</i>												
Surat . . . . .	21.61	...	...	...	23.85	...	...	...	...	...	26.67	...
Ahmedabad . . . . .	...	...	...	...	25	...	...	...	...	...	...	...
<b>Central Provinces—(a)</b>												
<i>Western—</i>												
Nagpur . . . . .	...	...	28	30	26	30	33.25	40	...	...	21	20.62
<i>Central—</i>												
Jubbulpore . . . . .	...	...	20.62	33.25	24.5	25.75	20.62	33.25	...	...	...	16
<i>Eastern—</i>												
Raipur . . . . .	...	...	24	30	23	25	28	30	...	...	...	...
<b>Berar—</b>												
<i>Basim . . . . .</i>	...	...	50	75	26.75	33.87	...	...	...	...	20.62	15.37
<i>Akola . . . . .</i>	...	...	47	61.5	35.25	41.62	40.5	50	...	...	20.75	20.81
<i>Bilichpur . . . . .</i>	...	...	40	47.5	34.75	34.31	44.37	44.44	...	...	20.62	22.19
<i>Amroli . . . . .</i>	...	...	...	...	32.5	37	36	40	...	...	22.5	20
<b>Madras—</b>												
<i>South, central—</i>												
Coimbatore . . . . .	...	...	...	...	...	...	...	...	...	...	14.4	18.7
Salem . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Central—</i>												
Bellary . . . . .	...	...	...	...	...	...	...	...	...	...	12.2	15.0
Cuddapah . . . . .	19.5	20.5	...	...	...	...	...	...	...	...	16.8	14.5
Karnel . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, central—</i>												
Nellore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>East Coast, south—</i>												
Madras . . . . .	21.7	21.8	35.6	35.2	...	...	...	...	...	...	...	...
Tanjore . . . . .	20.9	20.9	31.3	35.8	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<i>Southern—</i>												
Madras . . . . .	...	...	...	...	...	...	...	...	...	...	18.1	18.8
<b>Mysore—</b>												
<i>Mysore . . . . .</i>	10.66	22.60	31.09	43.22	35.27	39.10	48	49.33	...	...	0.25	14.02
<i>Bangalore . . . . .</i>	15.67	20.44	31.07	43.36	31.68	35.02	56.05	58.25	...	...	...	...

(a) The figures under "Rice, husked" represent the prices of cleaned rice or chamed.

(The figures state prices in rupees per ten maunds)

RAJRA		RAGI		MAISE		GRAM		ARHAR DÁL		CHH		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
												Rajputana—
21'04	25	...	...	16'41	18'73	20'31	24'23	...	...	320	330	Eastern— Ajmer
												Panjab—
14'84	23'59	...	...	11'41	19'06	14'84	17'84	40	40	355	315	Southern— Ferozpur
17'03	23'18	...	...	12'71	16'03	14'84	17'66	40	38'07	368'09	323'41	Central— Lahore
19'06	20'52	...	...	13'75	17'81	17'4	20	30'78	30'78	365'62	345	South-eastern— Delhi
...	...	...	...	...	...	14'01	16'07	...	...	...	...	Submontane— Amritsar
17'34	21'56	...	...	15'09	19'06	15'99	19'06	33'33	33'25	336'56	304'25	Northern— Rawalpindi
17'76	22'36	...	...	13'75	20	16'08	21'04	...	...	354'53	320	Western— Multan
												Sind and Baluchistan—
20'62	...	...	...	...	...	21'87	23'75	...	...	...	...	Karachi
10'25	...	...	...	...	...	18'28	21'41	...	...	342'5	308'12	Shikarpur
...	...	...	...	21'25	20	...	...	40	40	342'5 to 372'5	320 to 340	Quetta
												Bombay—
...	...	...	...	...	...	...	...	...	...	...	...	Dacca and Karnatak—
...	19'84	...	...	...	...	...	...	...	...	...	...	Dharwar
...	...	...	...	...	...	...	...	...	...	...	...	Sholapur
...	...	...	...	...	...	...	...	...	...	...	...	Poona
...	16'51	...	...	...	...	21'81	...	...	...	363'33	...	Khandesh and N.-E. Dacca—
31'32	14'96	...	...	...	...	...	...	...	...	...	...	Ahmednagar
...	...	...	...	...	...	...	...	...	...	...	...	Dhule
24'84	...	...	...	...	...	26'37	...	50'47	...	...	...	Gujarat—
28'86	...	...	...	...	...	21'04	...	...	...	...	...	Surat
												Ahmedabad
												Central Provinces—
...	...	...	...	...	...	21	24	30	44	400	368'62	Western— Nagpur
...	...	...	...	...	...	16'62	18'62	25	33'25	300	290	Central— Jubbulpore
...	...	...	...	...	...	16	25	22'5	35	280	280	Eastern— Raipur
...	...	...	...	...	...	...	...	27'37	...	...	...	Berar—
...	51'25	...	...	...	...	23	27	33'25	43'75	400	325'75	Dism
...	25	...	...	...	...	26'02	25'75	36'25	44'44	400	290'37	Akola
...	22'5	...	...	...	...	25	27'5	30	42'5	360	320	Bilaspur
												Amritoti
												Madras—
18'9	10'9	...	...	...	...	30'4	35'3	...	...	339'3	326	South, central—
...	...	18'2	15'5	...	...	...	...	...	...	351	338'6	Coimbatore
...	...	...	...	...	...	...	...	...	...	...	...	Salem
...	...	...	...	...	...	26'4	28'4	...	...	285'7	317'4	Central—
14'9	15'5	...	...	...	...	...	...	...	...	203'2	279'6	Bellary
...	...	...	...	...	...	...	...	...	...	...	...	Cuddalore
...	...	...	...	...	...	...	...	...	...	...	...	Kannai
...	...	16'4	15'6	...	...	...	...	...	33	...	...	East Coast, central— Nellore
...	...	...	...	...	...	27'5	30'7	...	...	299'2	349'2	East Coast, south—
...	...	...	...	...	...	...	...	...	...	...	...	Madras
...	...	18'9	17'1	...	...	...	...	...	...	...	...	Tanjore
...	...	...	...	...	...	...	...	...	...	...	...	Trichinopoly
22'7	28'9	...	...	...	...	...	...	21'4	28'8	...	...	Southern— Madras
		10'75	15'66	...	...	14'7	13'39	58'44	71'23	302'08	300'77	Mysore—
...	...	11'43	15'24	...	...	15'31	14'31	45'71	60'96	342'35	351'43	Mysore Bangalore

## WHOLESALE PRICES FOR THE FIRST HALF OF AUGUST—continued

DISTRICTS	SUGAR, RAW (Gir)		SALT		TOBACCO LEAF		TURMERIC		GRASS		STRAW	
	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	1904	1903
<b>Rajputana—</b>												
Eastern— Ajmer . . . . .	44'00	50	...	...	...	...	...	...	4'37	5	3'28	5
<b>Panjab—</b>												
Southern— Ferozpur . . . . .	40	40	...	...	80	80	57'18	76'25	4'01	3'28	5	4'04
Central— Lahore . . . . .	52'45	42'08	...	...	47'03	37'13	66'57	72'71	6'67	5'02	4'43	6'25
South-eastern— Delhi . . . . .	36'3	...	...	...	61'46	61'56	66'57	66'57	...	6'57	6'37	3'34
Submontane— Amritsar . . . . .	44'43	38'07	...	...	55	...	...	...	...	...	4'69	5'42
Northern— Bawalpindi . . . . .	40	45'62	...	...	30'78	...	80	68'75	4'01	4'06	8'13	7'4
Western— Multan . . . . .	45'28	45'28	...	...	80	80	80	80	4'01	4'01	3'69	4'45
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Shikarpur . . . . .	41'23	...	...	...	...	...	...	...	...	...	...	...
Quetta . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Bombay—</b>												
Deccan and Karnatak—												
Dhule . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Sholapur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Poona . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Khandesh and N.E. Deccan—												
Ahmadnagar . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Dhule . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Gujarat—												
Surat . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Ahmadabad . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
<b>Central Provinces—</b>												
Western—												
Nagpur . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Central—												
Jubbulpore . . . . .	...	...	34'5	34	66'62	66'62	56'62	57	...	...	...	...
Eastern—												
Raipur . . . . .	...	...	80	80	100	140	50	50	...	...	...	...
<b>Berar—</b>												
Basim . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Akola . . . . .	...	59'88	34'37	...	137'25	138'25	34'37	47'50	4	...	...	...
Nilichpur . . . . .	...	61'24	34'75	...	139'25	140	61'5	61'5	...	10	...	...
Amroli . . . . .	...	42'6	30'5	...	140	100	62'5	52'5	4	...	...	...
<b>Madras—</b>												
South, central—												
Coimbatore . . . . .	44'6	39'6	...	...	...	...	41'8	...	...	...	...	...
Salem . . . . .	...	...	...	...	162'7	115'6	34'3	30'8	...	...	4'0	3'9
Central—												
Bellary . . . . .	47'6	27'7	...	...	...	...	...	...	...	...	...	...
Ondrapah . . . . .	...	...	...	...	...	...	28	24'6	...	...	...	...
Karnul . . . . .	...	...	...	...	49'4	48'4	41'1	32'0	...	...	...	...
East Coast, central—												
Nallore . . . . .	...	...	...	...	...	...	...	...	...	...	2'6	2'9
East Coast, south—												
Madras . . . . .	46'7	39'5	...	...	128'4	128'4	34'6	31'2	...	...	...	...
Tanjore . . . . .	...	...	...	...	...	...	...	...	...	...	...	...
Trichinopoly . . . . .	...	...	...	...	52'6	25'7	...	...	...	...	...	...
Southern—												
Madras . . . . .	...	...	...	...	108'8	108'8	...	...	...	...	4'3	4'2
<b>Mysore—</b>												
Mysore . . . . .	36'5	48	...	...	260'26	274'28	64	68'5	5	5	4	4
Bangalore . . . . .	51'43	49'29	...	...	308'57	308'57	40'9	40'71	7'61	5'1	6'66	7'61

(The figures state prices in rupees per ten maunds)

JAWAR STALKS		BRUSA		SHEEP, PER SCORE		GOATS, PER SCORE		FLEECES SULLOCKS, PER PAIR		DISTRICTS
1904	1903	1904	1903	1904	1903	1904	1903	1904	1903	
3-31	3-38	...	...	140	140	...	...	80	80	Rajputana— Eastern— Ajmer
...	5	...	...	50	50	...	...	75	75	Panjab— Southern— Ferozpur
...	...	...	...	100	100	...	...	112-5	112-5	Central— Lahore
5-02	5	...	...	75	80	...	...	120	120	South-eastern— Delhi
...	...	...	...	75	...	...	...	...	...	Submontane— Amritsar
...	3-28	...	...	70	70	...	...	80	80	Northern— Rawalpindi
...	10	...	...	...	50	...	...	70	70	Western— Multan
...	...	...	...	95	...	...	...	90	...	Sind and Baluchistan— Karachi Shikarpur
...	...	5-62	7-97	40 to 140	40 to 140	...	...	...	...	Quetta
...	...	...	...	...	...	...	...	...	...	Bombay— Deccan and Karnatak— Dharwar Sholapur Poona
...	...	...	...	...	...	...	...	...	...	Khandesh and N.-E. Deccan— Ahmadnagar Dhulia
...	...	...	...	...	...	...	...	...	...	Gujarat— Surat Ahmadabad
...	...	...	...	60	60	...	...	100	100	Central Provinces— Western— Nagpur
...	...	...	...	55	55	...	...	35	42-5	Central— Jubbulpore
...	...	...	...	...	...	...	...	40	...	Eastern— Raipur
15 6	...	...	...	70 40 65	65 50 65	...	...	80 150 80	60 150 80	Berar— Bilaspur Akola Ellichpur Amravati
1-6	1-2	...	...	75	75	75	75	30	50	Madras— South, central— Coimbatore Salem
3-4	3-7	...	...	30	30	80	80	100	100	Central— Bellary Cuddapah Karnul
...	...	...	...	...	...	...	...	...	...	East Coast, central— Nellore
...	...	...	...	53-75 80	55 80	53-75 80	55 80	...	...	East Coast, south— Madras Tanjore Trichinopoly
...	...	...	...	...	...	...	...	40	40	Southern— Madura
3-75	5	...	...	100	100	...	...	70 120 160	70 120 150	Mysore— Mysore Bangalore

J. A. ROBERTSON

Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta, September 9, 1904

GOVERNMENT OF INDIA  
FINANCE AND COMMERCE DEPARTMENT

RETAIL PRICES FOR THE FIRST HALF OF AUGUST 1904 (*The figures*

DISTRICTS	WHEAT		HARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR GUMBO (Pennisetum typhoides)	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Best sort		Common		Half-month of report	Previous half-month	Half-month of report	Previous half-month
					Half-month of report	Previous half-month	Half-month of report	Previous half-month				
Burma—												
Tenasserim—												
Mergui	...	...	...	...	13 1	13 1	14 1	14 1	...	...	...	...
Tavoy	...	...	...	...	9 12	9 12	10 8	10 8	...	...	...	...
Moulmein and Amherst	6 18	6 18	...	...	...	...	...	...	...	...	...	...
Pegu (deltaic)—												
Pegu	...	...	...	...	9 8	9 8	10 4	10 4	...	...	...	...
Rangoon	13 12	13 12	...	...	16 4	16 4	17 12	17 12	...	...	...	...
Thongwa	...	...	...	...	10 11	10 11	11 9	11 9	...	...	...	...
Bassien	...	...	...	...	10 14	10 14	11 5	12 5	...	...	...	...
Pegu (inland)—												
Tharawadi	...	...	...	...	10 9	9 6	11 10	10 12	...	...	...	...
Honsada	...	...	...	...	10 6	10 6	13 13	13 13	...	...	...	...
Prome	...	...	...	...	10 12	10 12	12 10	11 8	...	...	...	...
Toungoo	...	...	...	...	10 6	10 6	13 8	13 8	...	...	...	...
Thayemyo	...	...	...	...	11 10	11 10	13 12	13 12	...	...	...	...
Upper Burma—												
Mandalay	10 8	20 2	...	...	11 6	11 2	12 2	11 15	...	...	...	...
Bamo	...	...	...	...	8 13	8 13	12 6	13 6	...	...	...	...
Pakokku	...	...	...	...	9 13	9 13	11 9	11 9	...	...	...	...
Mektila	...	...	...	...	11 4	11 4	13 8	13 8	30 —	30 —	...	...
Arahan—												
Sandoway	...	...	...	...	14 —	14 —	19 1	19 1	...	...	...	...
Kyaukpada	...	...	...	...	12 —	10 4	13 2	11 3	...	...	...	...
Akyah	...	...	...	...	11 —	11 —	12 —	12 —	...	...	...	...
Assam—												
Kachar—												
Sylhet	...	...	...	...	5 —	5 —	17 8	17 8	...	...	...	...
Cachar	16 —	...	...	...	11 8	10 10	17 12	14 8	...	...	...	...
Hill tracts—												
Khasi and Jaintia Hills	8 —	8 —	...	...	5 2	5 8	11 —	11 8	...	...	...	...
Garo Hills	...	...	...	...	4 —	4 —	12 —	13 —	...	...	...	...
Manipur	...	...	...	...	23 —	24 —	30 —	27 —	...	...	...	...
Naga Hills	...	...	...	...	12 —	11 —	12 8	11 8	...	...	...	...
Lushai Hills	...	...	...	...	5 —	5 —	8 —	8 —	...	...	...	...
Brahmaputra—												
Goalpara	16 —	17 —	...	...	5 8	5 8	14 —	16 —	...	...	...	...
Kamrup	10 —	10 —	...	...	9 —	9 —	13 —	13 —	...	...	...	...
Darrang	10 —	10 —	...	...	8 —	9 —	14 —	14 —	...	...	...	...
Nowgong	...	...	...	...	8 —	8 —	13 —	13 —	...	...	...	...
Sibsagar	...	...	...	...	6 —	6 —	13 —	13 —	...	...	...	...
Lakhimpur	9 8	9 8	...	...	6 8	6 8	12 6	13 —	...	...	...	...
Bengal—												
Eastern—												
Backerganj	...	...	...	...	...	...	14 4	14 4	...	...	...	...
Noakhali	...	...	...	...	...	...	16 —	14 5	...	...	...	...
Chittagong	...	...	...	...	...	...	13 —	13 —	...	...	...	...
Tippura	...	...	...	...	...	...	12 6	13 5	...	...	...	...
Dacca—												
Dacca	16 —	16 —	29 —	29 —	...	...	14 —	15 —	...	...	...	...
Maimensingh	12 8	14 8	11 —	11 —	...	...	13 —	13 —	...	...	...	...
Deltic—												
Khulna	...	...	...	...	...	...	14 —	14 —	...	...	...	...
24 Parganas—												
Midnapur	12 —	12 —	...	...	...	...	14 8	14 8	...	...	...	...
Howrah—												
Howrah	13 —	...	...	...	...	...	10 —	13 —	...	...	...	...
Calcutta	11 —	11 —	16 —	16 —	...	...	9 6	9 6	17 —	17 —	14 —	14 —
Hugli	12 —	12 —	...	...	...	...	10 —	10 —	...	...	...	...
Nadia (Krishnagar)	15 —	15 4	...	...	...	...	12 —	12 —	...	...	...	...
Jessore—												
Jessore	11 —	11 6	12 13	12 4	...	...	15 8	14 —	...	...	...	...
Faridpur—												
Faridpur	18 —	18 —	30 —	30 —	...	...	14 8	14 4	...	...	...	...



state the number of aers (of 80 tolas) and chittackes sold for one rupee)

MARUA OR SAGI ( <i>Eleusine coracana</i> )		KANOHI OR KAKUN, ITALIAN MILLET ( <i>Echino cracca</i> )		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA ( <i>Oryza aristata</i> )		MAIZE ( <i>Zea Mays</i> )		ARHAR OR THUR, CADJAN PRA ( <i>Cajanus indicus</i> )		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	...	...	...	...	...	...	...	...	18 14	18 14	Burma—
...	...	...	...	...	...	...	...	...	...	15 15	15 15	Tenasserim—
...	...	...	...	9 5	9 5	...	...	7 9	7 9	16 4	16 4	Mergui
...	...	...	...	...	...	...	...	...	...	...	...	Tavoy
...	...	...	...	...	...	...	...	...	...	...	...	Moulmein and Arakan
...	...	...	...	9 5	9 5	...	...	8 8	8 8	17 —	17 —	Pegu (Deltaic)—
...	...	...	...	15 12	15 12	...	...	14 12	14 12	15 12	15 12	Pegu
...	...	...	...	...	...	...	...	...	...	13 8	12 8	Bangoon
...	...	...	...	12 12	12 12	...	...	...	...	15 1	15 1	Thongwa
...	...	...	...	...	...	...	...	...	...	...	...	Bassein
...	...	...	...	8 8	8 8	...	...	...	...	14 4	14 4	Pegu (Inland)—
...	...	...	...	9 13	9 13	...	...	8 2	8 2	15 2	15 2	Tharawadi
...	...	...	...	17	14 13	...	...	8 2	8 2	14 3	16 2	Honzala
...	...	...	...	10 8	10 8	...	...	...	...	10 15	10 15	Prome
...	...	...	...	18 4	18 4	...	...	8 10	8 10	14 8	14 8	Toungoo
...	...	...	...	...	...	...	...	...	...	...	...	Thayetmyo
...	...	...	...	15 8	15 8	28 7	28 7	8 10	8 10	14 8	14 8	Upper Burma—
...	...	...	...	7 1	7 1	...	...	7 1	7 1	14 3	14 3	Mandalay
...	...	...	...	22 —	22 —	...	...	8 2	8 2	14 3	14 3	Bhamo
...	...	...	...	18 5	18 5	21 —	21 —	9 —	9 —	14 10	14 10	Pakokku
...	...	...	...	...	...	...	...	...	...	...	...	Meiktila
...	...	...	...	...	...	...	...	...	...	18 10	18 10	Arakan—
...	...	...	...	10 —	10 —	...	...	7 —	7 —	21 —	21 —	Sandaway
...	...	...	...	...	...	...	...	...	...	18 —	16 —	Kyaukpyn
...	...	...	...	...	...	...	...	...	...	...	...	Akyab
...	...	...	...	13 8	13 8	...	...	10 8	11 8	12 —	12 8	Assam—
...	...	...	...	18 14	18 5	...	...	10 10	10 10	12 12	12 12	Burma—
...	...	...	...	...	...	...	...	...	...	...	...	Sylhet
...	...	...	...	9 12	9 8	16 —	17 —	7 4	7 —	8 —	8 —	Cachar
...	...	...	...	10 —	9 —	...	...	6 —	6 —	8 —	8 —	Hill tracts—
...	...	...	...	...	...	...	...	5 4	5 —	5 4	5 —	Khasi and Jaintia Hills
...	...	...	...	6 —	6 —	...	...	6 —	5 8	6 —	5 8	Jaintia Hills
...	...	...	...	8 —	8 —	...	...	5 4	5 4	6 8	6 8	Garo Hills
...	...	...	...	16 —	16 —	...	...	12 —	12 —	12 —	12 —	Naga Hills
...	...	...	...	13 —	13 —	...	...	10 —	10 —	11 —	11 —	Lushai Hills
...	...	...	...	13 —	13 —	...	...	10 —	10 —	11 —	11 —	Brahmaputra—
...	...	...	...	12 —	11 —	...	...	9 —	10 —	11 —	11 —	Gualpara
...	...	...	...	14 —	12 8	...	...	10 8	10 8	11 —	11 —	Kamrup
...	...	...	...	13 —	13 —	...	...	9 —	9 —	10 —	10 —	Darrang
...	...	...	...	...	...	...	...	...	...	...	...	Nowgong
...	...	...	...	...	...	...	...	...	...	...	...	Sibsagar
...	...	...	...	...	...	...	...	...	...	...	...	Lakhimpur
...	...	...	...	12 12	12 12	...	...	...	...	13 —	13 —	Bengal—
...	...	...	...	10 8	10 12	...	...	...	...	12 8	11 6	Kolkata—
...	...	...	...	18 —	13 —	...	...	9 8	9 8	13 —	13 —	Bacherganj
...	...	...	...	...	...	...	...	...	...	10 10	10 10	Noakhali
...	...	...	...	16 —	16 —	...	...	16 —	16 —	13 —	13 —	Chittagong
...	...	...	...	18 4	18 4	...	...	10 —	10 —	12 12	12 12	Tippera
...	...	...	...	16 13	16 13	...	...	10 10	10 10	13 5	13 5	Dacca
...	...	...	...	16 8	15 —	...	...	12	12 —	12 8	12 5	Maimensingh
...	...	...	...	13 —	13 —	...	...	11 8	11 8	11 8	11 8	Dacca—
...	...	...	...	16 —	15 —	...	...	14 —	14 —	13 —	13 —	Khulna
...	...	...	...	16 —	13 —	...	...	8 10	8 10	11 —	11 —	24-Parganas
...	...	...	...	13 8	13 8	...	...	11 —	11 —	13 —	13 —	Midnapur
...	...	...	...	16 —	16 —	...	...	10 10	10 10	13 4	13 4	Howrah
...	...	...	...	16 —	16 —	...	...	16 —	16 8	12 —	12 —	Calcutta
...	...	...	...	13 —	11 —	...	...	9 —	9 —	12 —	12 —	Hooghly
...	...	...	...	...	...	...	...	...	...	...	...	Nadia (Krishnagar)
...	...	...	...	...	...	...	...	...	...	...	...	Jeonore
...	...	...	...	...	...	...	...	...	...	...	...	Faridpur

## RETAIL PRICES FOR THE FIRST HALF OF AUGUST 1904—continued (The figures)

DISTRICTS	WHEAT		BARLEY		RICE				JAWAR OR OHOLVUM (Andropogon sorghum)		BAJRA OR GURBU (Pennisetum typhloideum)	
	Half-month of report	Pre- vious half- month	Half-month of report	Pre- vious half- month	Best sort	Common	Half-month of report	Pre- vious half- month	Half-month of report	Pre- vious half- month	Half-month of report	Pre- vious half- month
<b>Bengal—continued</b>												
Central—												
Bachura	13 —	16 8	...	...	...	...	16 —	14 8	...	...	...	...
Bardwan	15 8	15 8	...	...	...	...	12 12	13 8	...	...	...	...
Birbhum	25 —	15 —	...	...	...	...	12 12	12 12	...	...	...	...
Barishabad	16 —	16 —	25 —	24 —	...	...	13 —	12 8	...	...	...	...
Banthal Parganas	18 —	18 —	18 —	16 —	...	...	12 8	13 —	...	...	...	...
Pabna	18 12	18 —	26 —	26 —	...	...	10 8	15 8	...	...	...	...
Bogra	19 14	14 1	...	...	...	...	14 4	15 —	...	...	...	...
Rajshahi	16 8	17 13	26 4	27 —	...	...	18 6	18 8	...	...	...	...
Malda	17 —	18 —	...	...	...	...	18 —	13 —	...	...	...	...
Northern—												
Rangpur	10 11	9 8	...	...	...	...	11 —	11 4	...	...	...	...
Dinajpur	16 —	16 —	...	...	...	...	14 —	13 4	...	...	...	...
Jalpaiguri	11 —	11 —	...	...	...	...	11 12	12 —	...	...	...	...
Hills—												
Darjeeling	...	...	...	...	...	...	11 8	11 —	...	...	...	...
Orissa—												
Parl	13 2	13 2	...	...	...	...	17 1	17 1	...	...	...	...
Cuttack	13 2	14 7	...	...	...	...	17 1	17 11	...	...	...	...
Balasore	13 —	18 —	...	...	...	...	16 —	16 —	...	...	...	...
Chota Nagpur—												
Singbhum	12 —	12 —	...	...	...	...	14 —	14 —	...	...	...	...
Manbhum	13 —	14 —	16 —	24 —	...	...	12 —	12 —	22 —	24 —	...	...
Ranchi	9 — 12 — 16 14	9 8 10 — 16 14	16 — 16 — 20 4	16 — 16 — 21 15	...	...	13 — 13 15 12 15	13 — 13 8 12 —	...	...	...	...
Palamu	18 8	18 8	17 8	17 8	...	...	12 —	12 —	...	...	...	...
Hazaribagh	...	...	...	...	...	...	...	...	...	...	...	...
Bihar, south—												
Monghyr	17 —	17 —	...	...	...	...	13 —	12 8	...	...	...	...
Oaya	17 7	17 15	23 9	23 1	...	...	13 13	13 —	20 8	...	...	...
Patna	18 —	19 —	26 —	26 —	...	...	16 —	16 —	25 —	26 —	...	...
Bhababad	17 —	17 —	24 —	24 —	...	...	14 —	14 —	...	...	...	...
Bihar, north—												
Purnea	16 —	16 —	...	...	...	...	16 —	16 —	...	...	...	...
Bhagalpur	16 6	16 8	24 —	20 12	...	...	13 14	13 14	...	...	...	...
Darbhanga	16 6	17 10	27 8	27 —	...	...	16 15	16 6	...	...	...	...
Muzaffarpur	16 —	16 —	26 —	26 —	...	...	14 —	14 —	...	...	...	...
Baran	16 —	17 —	25 —	26 —	...	...	15 —	14 8	...	...	...	...
Champaran	18 8	18 —	23 —	23 8	...	...	16 —	16 —	...	...	...	...
<b>United Provinces</b>												
(a) AGRA—												
Eastern—												
Mirzapur	17 —	17 —	21 8	21 8	6 —	6 —	13 —	12 —	20 —	20 —	23 —	23 —
Bonares	15 8	15 3	22 4	22 4	7 13	7 13	11 6	11 6	...	...	23 12	23 —
Ghazipur	16 13	16 13	24 5	24 8	7 4	7 4	12 10	12 10	...	...	23 8	23 12
Jannpur	17 8	17 —	22 8	25 —	7 —	7 —	12 —	12 8	...	...	...	...
Allahabad	16 —	16 —	21 —	23 —	6 —	6 —	10 —	10 —	24 —	24 —	24 —	24 —
Central—												
Banda	17 8	19 8	25 —	27 —	5 4	5 4	11 —	11 —	25 —	26 —	26 —	26 —
Katehpur	13 8	17 8	26 —	26 —	10 —	10 —	12 —	12 —	...	...	...	...
Bamirpur	17 4	17 4	25 4	25 4	6 8	6 8	9 —	10 —	25 4	25 4	25 4	25 4
Jalaun	21 —	21 —	26 —	26 —	7 —	7 —	9 —	9 —	28 —	28 —	28 —	28 —
Cawnpore	10 4	16 8	24 8	25 —	...	...	12 —	12 —	25 —	26 —	26 —	26 —
Jhansi	15 8	16 4	27 12	28 4	10 —	10 4	11 8	12 —	25 4	26 —	26 —	26 —
Etawah	17 8	16 4	23 8	23 4	5 —	5 —	10 —	11 —	20 8	19 8	19 8	19 8
Farrukhabad	16 —	18 6	27 4	27 4	6 2	5 7	11 9	10 15	24 8	19 1	...	...
Mathura	18 12	18 —	25 8	25 8	4 8	4 8	12 4	12 4	...	...	...	...
Etah	15 —	19 —	27 —	28 —	5 —	5 —	9 —	9 —	...	...	...	...
Western—												
Meerut	16 8	16 4	27 —	27 —	4 —	4 —	11 —	11 —	24 —	24 —	23 —	23 —
Agra	15 8	15 14	24 —	24 8	6 13	7 4	9 —	9 8	24 —	24 6	23 —	23 —
Mathura	17 8	17 2	27 —	25 —	7 —	7 —	11 —	11 —	25 —	24 —	22 —	22 —
Aligarh	18 —	18 —	24 —	24 —	5 —	5 —	8 8	8 8	24 —	18 8	16 —	15 8
Unnao	17 12	18 8	25 —	26 —	5 8	5 8	8 8	8 8	24 —	24 —	23 —	23 —
Submontane, east—												
Balla	17 4	17 —	23 12	23 12	6 8	6 8	11 4	11 4	10 4	10 4	10 4	10 4
Amangarh	16 14	16 14	23 12	23 12	8 6	8 6	13 2	13 2	...	...	...	...
Gurukhpur	16 4	17 2	26 2	26 4	11 4	11 4	14 4	14 4	...	...	...	...
Muz	16 12	17 —	27 8	28 —	9 —	9 —	12 12	12 12	24 —	24 —	...	...

State the number of sera (of 50 tubes) and chittacks sold for one rupee)

MARWA OR BAGI ( <i>Eleusine coracoma</i> )		KARNI OR KARNI, ITALIAN WHEAT ( <i>Triticum italica</i> )		GRAM, ORHENA, CHOLA, KADALAY, OR SUNAGA ( <i>Cicer aristinum</i> )		MAHLE (Zea Mays)		ANKAR OR THUR, GADIAN PEA ( <i>Cajanus indicus</i> )		SALT		DISTRICT
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
				17	17 8			13	13	14	14	Bengal—continued
				16	16			13	13	14 8	14 8	Central—
				18 8	17 4			18	18	12	12	Bankura
				20	20			14	15	13	13	Bardwan
				14 8	18	18	20	18 8	20	11	11	Birbham
				18	17			12	12	12 12	12 12	Murshidabad
				16 8	16 8			17 4	17 4	12 12	12 12	Saahai Pargana
												Pabna
				21	21			19 8	19 8	12 12	12 12	Bogra
				20	22			13	14	12	12	Rajshahi
				16	18			11	12	12 1	12 1	Maldah
				18	19			12	12	13 4	13 4	Northern—
				14	14			9 8	10	12	12	Bangpur
												Dinajpur
												Jalpaiguri
18	19			12 8	13	18	18	6 8	6 8	10	10	Hills—
												Darjeeling
				15 12	15 12			10 8	10 8	15 8	16	Orissa—
				17 1*	17 1*			12 11	12 6	15	15	Puri
				13				10	10	13	13	Outback
												Balasore
				18	18			10	10	11	11	Chota Nagpur—
				16	16 8			11 8	12 8	12	12	Singbham
												Mandham
22	23			14	14 8	22	20	7 8	8	11	11	Bauchi
				20 4	20 4	20 4	20 4	8 8	9 8	12 6	12 6	Falgun
26 8	26			16	16	18	19	10 8	10 8	10 8	10 8	Hastribagh
				22	21 8	28	28	15	14 8	12	12 8	Bihar, south—
				20 8	19 15	28 9	24 9	13 5	13 5	12 15	12 15	Monghyr
												Gaya
		22	22	21	21	28	27	16	16	13	13	Patna
				21	21			14	13	13	13	Shahabad
				18 8	18			10	11	11	11	Bihar, north—
				20 4	20 4	24	20 12	15 2	15 4	12 8	12 8	Purnea
												Bhagalpur
28 10	27 8			23 2	23 2	23 2	23 2	17 10	17 10	13 4	13 4	Darbhanga
25	26			20	20	25	26	16	16	13 4	13 4	Muzaffarpur
21	22			21	20 8	25	26	17	14	13 4	13 5	Saran
35	35			23	23 8	20 8	20	15	15 8	12 8	12 8	Champaran
												United Provinces:
												(a) Agra—
		16	16	20	20	21	21	16	16	12	12	Eastern—
		21 8	21 11	22 1	20 1			13 2†	13 2†	11 5	11 5	Mirzapur
		14 4	14 4	22 13	22 13			14 6†	14 6†	11 3	11 3	Benares
				19 8	21			16 8†	16 8†	12 11	12 10	Ghazipur
		21	21	22	22			13	13	12	12	Jaunpur
												Allahabad
				25	25			16	16 8	12	12 8	Central—
	22			21	20			18	17	12	12	Banda
				24 8	25 4			16	16	12	12	Fatehpur
				25 8	25 8			15	15	11	11	Hamirpur
				21 8	21 8			17	17	14	14	Jalaun
		18 8	18	23 8	24 4					13	13	Cawnpore
				20 8	19 8	21 8	20 8	18	18	13 4	12 12	Jhansi
24	24	16	16	19 1	19 1			15	15	13 10	13 10	Etawah
		21 12		19	19 4			16 8	16 8	12 8	12 8	Farrukhabad
				20	20			14	14	13 8	13 8	Mainpuri
												Kanpur
				21 12	21 12	22	22	13	14	13 8	13 8	Western—
				21 8	21 12			20	18 10	14	14	Meerut
				21 8	21 8			16	16	14	14	Agra
		15	14 8	20 8	20 8	23 8	27 8	16	14 8	13 4	13 4	Muttra
		16	15	20 8	21 8	20	28	14	14	13 4	13 4	Aligarh
												Balambahar
		11 4	11	23 4	23	24 12	25	15 4†	15 4†	11	11	Submontane, east—
		9 8	9 8	15 12	15 12			14 8	14 8	10 10	10 10	Ballia
		13 12	13 12	23	21 6	25 8	25 8	15 4†	15 4†	11 4	11 4	Amangara
24 8	24 8	15	15	19 12	20	27	27	14 8†	14 8†	11	11	Gorakhpur
												Basti

\* Kulai

† Husked

## RETAIL PRICES FOR THE FIRST HALF OF AUGUST 1904—continued (The figures)

Districts	WHEAT		BARLEY		RICE				JAWAR OR OHOLUN (Andropogon sorghum)		BAHRA OR GUMBU (Pennisetum hypochaeris)	
	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Best sort		Common		Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month
					Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month				
United Provinces—continued												
(a) AGRA—continued												
Submontane, west—												
Shahjahanpur	17 4	17 12	30 8	30 8	8 8	8 8	11 —	11 —	—	—	—	—
Budann	18 2	18 2	28 —	28 8	5 —	5 —	9 8	9 12	17 —	17 —	18 —	18 —
Pilibit	17 12	17 12	26 —	26 —	5 —	5 —	13 —	13 —	26 —	26 —	—	—
Bareilly	16 14	17 8	25 —	25 —	6 14	6 4	11 4	11 4	25 —	24 12	20 —	20 —
Moradabad	17 14	18 4	31 3	31 2	5 —	5 —	10 4	10 4	25 2	25 —	—	—
Itanor	19 —	19 —	32 —	32 —	—	4 8	11 8	11 8	—	—	—	—
Muzaffarnagar	10 8	17 3	24 10	30 13	9 14	9 14	11 —	11 —	26 5	25 8	23 10	25 3
Bahraunpur	17 3	17 8	29 6	30 1	4 5	4 5	10 3	10 5	24 11	21 8	23 10	23 10
Dehra-Dun	15 8	16 —	24 8	26 —	5 —	5 —	9 —	9 —	22 —	20 —	22 —	24 —
Hills—												
Naini Tal	12 —	12 —	18 —	17 —	4 —	4 —	8 —	9 —	—	—	13 —	14 —
Almora	16 4	16 —	22 4	23 —	4 8	4 8	11 8	11 8	—	—	—	—
Garhwal	18 —	12 —	16 —	16 —	—	5 —	7 8	7 8	—	—	—	—
(b) OUDH—												
Southern—												
Partabgarh	18 —	17 —	25 —	24 —	9 —	9 —	13 4	13 —	—	—	—	—
Fatehpur	17 8	18 —	24 —	24 —	8 —	8 —	13 —	12 —	—	—	—	—
Rae-Bareilly	17 4	17 8	25 —	25 —	5 8	5 8	13 8	13 8	22 —	22 —	20 —	20 —
Unao	17 8	16 8	24 —	24 —	6 —	6 —	11 —	11 —	22 —	22 —	20 —	20 —
Lucknow	16 12	16 8	27 —	27 —	5 —	5 —	11 8	11 8	22 —	22 —	21 —	21 —
Hardoi	17 —	17 —	31 —	27 —	—	—	10 —	10 —	16 —	16 —	22 —	24 —
Northern—												
Fyzabad	18 8	17 —	25 —	25 —	—	—	10 —	10 —	—	18 —	19 —	—
Barabanki	15 12	15 12	22 8	24 —	6 —	6 —	10 —	10 —	—	—	—	—
Gonda	17 8	18 12	24 8	28 8	—	—	13 —	13 8	21 —	18 8	16 —	13 —
Bahraich	18 —	18 6	35 —	38 —	7 —	7 —	13 —	13 —	21 —	17 —	18 —	20 —
Sitapur	17 8	18 —	29 —	29 —	5 —	5 —	10 —	10 —	21 —	21 —	19 —	19 —
Kheri	18 4	18 8	32 —	33 4	5 —	5 —	10 —	11 —	22 —	24 —	22 —	22 —
Rajputana—												
Eastern—												
Partabgarh	—	14 8	—	30 —	—	5 8	—	10 8	—	31 —	—	—
Banswara	21 —	21 —	36 —	36 —	6 —	6 —	10 —	11 —	—	—	—	—
Mewar (Udaipur)	18 —	16 8	26 11	25 15	7 1	7 1	7 14	7 14	21 7	26 —	15 9	14 15
Hilly Tracts of Mewar (Dungarpur)												
and	23 —	23 5	41 8	41 10	7 14	8 —	13 6	12 1	—	—	—	—
and	15 4	15 8	—	—	—	—	—	—	—	—	—	—
and	16 4	16 12	23 —	23 —	6 —	6 —	8 —	7 8	20 —	20 —	18 —	18 —
and	16 —	16 —	23 —	27 —	6 —	6 —	8 —	8 —	20 —	20 —	19 —	19 —
and	14 8	14 12	21 —	21 —	6 8	6 8	8 2	8 2	24 —	24 —	19 —	19 —
and	13 2	13 12	20 2	19 8	6 5	6 5	8 8	8 8	17 18	17 18	17 18	17 18
and	14 15	14 4	—	—	—	—	—	—	—	—	—	—
and	15 —	15 —	—	—	—	—	—	—	—	—	—	—
and	15 —	16 —	22 8	22 —	5 —	6 —	9 —	10 —	26 —	25 —	—	—
and	15 —	15 —	—	—	—	—	—	—	—	—	—	—
and	25 1	25 7	42 12	43 5	7 6	7 8	10 4	10 6	27 —	27 —	—	—
and	17 8	17 —	26 8	28 —	8 —	8 —	10 —	10 —	27 4	27 4	13 —	13 —
and	15 2	15 6	27 5	28 —	6 10	6 10	8 14	8 14	22 4	22 4	23 8	23 8
and	15 18	15 7	26 —	26 5	4 13	4 13	6 —	6 —	27 1	27 1	31 4	30 8
Jaipur	16 11	16 6	28 1	22 12	5 13	5 13	6 13	6 13	26 6	26 6	22 4	22 4
Karauli	18 2	17 18	24 6	18 12	10 4	10 —	11 13	11 14	28 12	28 12	25 —	25 —
Dholpur	19 4	18 8	26 15	26 15	8 —	8 —	9 —	9 —	24 8	24 6	26 15	26 15
Bharatpur	18 4	16 8	25 8	24 8	5 —	5 —	7 —	7 —	26 4	26 4	26 4	26 4
Alwar	—	15 7	—	21 13	—	—	—	—	—	—	—	—
Deoli	17 4	17 —	29 —	25 13	5 —	6 —	6 —	6 —	32 4	33 5	27 —	27 —
Nasirabad	15 —	15 —	—	—	8 —	8 —	9 —	9 —	26 —	26 —	20 8	20 8
Bikaner	14 2	14 6	—	—	6 —	6 —	8 8	8 8	19 1	18 9	18 1	18 1
and	14 12	14 12	—	—	—	—	—	—	—	—	—	—
and	16 8	16 8	—	—	6 8	8 8	8 8	8 8	—	—	18 —	18 —
and	15 —	16 4	26 —	26 —	8 —	8 —	9 —	9 —	28 —	28 —	25 —	25 —
Western—	14 12	14 6	—	—	—	—	—	—	—	—	—	—
Jodhpur	15 7	15 1	10 10	19 8	6 4	6 4	7 8	7 8	19 6	19 2	15 5	15 3
Jaipur	12 2	13 8	—	—	6 3	6 3	9 5	9 5	17 1	17 8	16 9	16 5
Bikaner	13 4	13 8	22 —	22 —	8 4	8 4	7 —	7 —	—	—	15 8	15 10
Central India—												
Indore	14 —	13 12	22 —	22 —	7 —	7 —	8 —	8 —	20 —	20 —	19 —	19 —
Dindori	18 12	14 12	—	—	8 —	8 —	8 8	8 8	18 —	18 —	18 8	17 —
Gwalior	18 6	18 10	26 2	26 6	6 15	7 —	8 8	8 9	24 10	24 1	24 10	24 1
Punjab—												
Southern—												
Barnala	16 6	16 6	27 —	27 —	—	—	12 —	12 —	26 —	26 —	29 —	21 —
Ferozepur	18 —	18 —	30 —	30 —	—	—	8 —	8 —	28 —	28 —	26 —	26 —
Central—												
Lahore	16 12	17 8	26 8	26 5	—	—	9 8	9 8	29 8	27 8	22 8	22 8
Gujranwala	18 —	18 12	30 8	30 8	—	—	10 8	10 8	19 8	19 8	27 8	27 8
Gujrat	18 —	19 6	29 —	29 —	—	—	11 8	11 6	23 —	22 —	22 —	20 —
Jhelum	16 —	16 —	29 8	29 —	—	—	10 —	10 —	30 —	30 —	27 —	25 —

state (the number of sows of 80 tolas) and chittack sold for one rupee;

MARUA OR RAGI ( <i>Eleusine coracana</i> )		KANGNI OR FAKUN, ITALIAN MILLET ( <i>Setaria italica</i> )		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA ( <i>Cicer aristatum</i> )		MAIZE ( <i>Zea Mays</i> )		ANNAR OR THUR, CADJAN PNA ( <i>Cajanus indicus</i> )		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
United Provinces - continued												
(a) AGRA - continued												
Submontane, west -												
...	...	12 -	12 -	19 -	19 4	32 -	...	14 -	14 -	12 -	11 -	Shahjahanpur
...	...	...	...	19 10	19 12	25 -	25 -	17 -	16 8	12 -	12 -	Budaun
...	...	16 9	16 9	20 4	20 4	26 -	26 -	15 6	15 8	13 -	12 -	Pilibhit
...	...	12 10	18 10	20 5	20 10	51 4	30 10	18 12	18 12	13 2	13 2	Baroli
...	...	...	...	21 4	21 3	...	...	16 6	16 4	13 -	13 -	Moradabad
...	...	...	...	23 8	23 8	...	...	13 8	13 8	13 -	13 -	Bijnor
...	...	...	...	23 2	23 2	28 1	28 10	8 13	8 13	18 8	12 11	Muzaffarnagar
24 11	22 9	28 10	21 8	24 8	23 7	32 4	29 9	11 13	13 15	13 6	13 6	Saharanpur
22 -	22 -	...	...	24 8	20 8	34 -	24 -	...	...	11 8	12 -	Dehra-Dun
Hills -												
...	...	...	...	14 8	14 8	16 -	17 -	8 -	10 -	8 -	8 -	Naini Tal
24 -	21 -	...	...	18 8	14 -	...	...	11 -	11 -	9 8	9 8	Almora
16 -	18 -	20 -	20 -	10 -	10 -	...	...	7 8	7 8	8 -	8 -	Ganawal
(b) OUDH -												
Southern -												
...	...	...	...	22 -	22 -	...	...	16 -	15 -	13 -	12 -	Partabgarh
...	...	...	...	22 -	23 -	...	...	15 -	15 -	12 -	12 -	Sultampur
25 -	25 -	16 -	16 -	20 -	20 -	21 -	21 -	15 -	15 -	13 -	13 -	Rae-Baroli
...	...	16 -	16 -	18 8	18 -	25 -	25 -	17 -	17 -	11 -	11 -	Unao
...	...	16 -	16 -	20 -	20 -	23 -	23 -	15 -	15 -	12 8	12 8	Lucknow
20 -	22 -	16 -	16 -	20 -	20 -	18 -	18 -	14 -	14 -	12 -	12 -	Hardoi
Northern -												
...	...	19 -	19 -	21 -	21 12	25 -	...	15 -	15 -	12 8	12 8	Fyzabad
...	...	...	...	19 -	19 -	...	...	14 -	14 4	13 -	13 -	Bareilly
21 -	25 -	15 -	18 -	22 -	21 8	25 -	24 8	14 -	14 -	11 8	12 -	Gonda
...	...	18 -	19 -	25 -	25 -	29 -	27 -	17 -	17 -	12 8	12 8	Bahraich
24 -	24 -	19 -	19 -	22 -	22 -	32 -	32 -	15 -	15 6	12 8	12 8	Sitapur
18 -	26 -	10 -	10 -	22 -	23 -	...	...	17 -	17 -	12 12	12 12	Kheri
Rajputana -												
Eastern -												
...	...	...	...	...	...	33 -	34 8	...	...	...	12 8	Partabgarh
...	...	...	...	41 -	42 -	60 -	48 -	...	...	10 -	10 -	Banswara
...	...	16 -	16 8	20 18	23 7	31 7	32 13	10 10	10 10	12 8	12 8	Mewar (Udaipur)
...	...	...	...	36 8	34 9	42 -	37 8	...	...	11 8	11 10	Hilly Tracts of Mewar (Dungarpur)
...	...	...	...	20 -	21 -	21 -	21 -	12 8	12 8	13 4	12 -	Sirohi
...	...	19 -	19 -	18 12	19 8	...	...	...	...	15 -	14 4	Erinpura
...	...	14 8	14 8	19 10	19 10	24 10	27 -	...	...	15 -	15 -	Ajmer
...	...	...	...	17 12	17 12	18 15	18 15	8 8	8 8	13 11	13 11	Abu
...	...	...	...	21 8	21 8	27 -	23 -	...	...	16 -	16 -	Kishangarh
...	...	...	...	45 10	45 10	51 5	52 -	...	...	11 12	11 10	Bundi
...	...	...	...	28 4	27 4	...	...	8 -	8 -	11 -	11 -	Kotah
...	...	...	...	24 8	24 1	30 1	35 1	8 -	8 -	10 10	10 10	Jhalawar
...	...	...	...	24 8	23 11	30 1	35 1	...	...	13 -	13 -	Tonk
...	...	...	...	20 14	21 7	35 10	35 10	26 11	26 10	15 18	16 13	Jaipur
...	...	15 -	15 -	25 10	25 -	...	...	24 8	23 2	12 8	12 13	Karauli
...	...	26 4	26 4	26 4	27 8	...	...	20 -	19 11	13 12	13 8	Dholpur
...	...	16 -	16 -	25 13	25 15	24 8	24 8	15 10	15 10	13 12	13 13	Bharatpur
...	...	18 8	18 8	21 8	21 8	24 8	22 8	...	...	15 4	15 4	Alwar
...	...	...	...	23 8	23 8	34 -	35 -	8 -	8 -	13 13	13 12	Dooli
...	...	...	...	19 -	19 8	...	...	11 -	11 -	15 8	16 8	Nasirabad
...	...	...	...	16 14	16 14	20 1	20 -	...	...	16 -	16 -	Bikaner
...	...	...	...	16 -	16 -	18 8	18 8	...	...	14 -	14 -	Anand
...	...	...	...	16 -	16 -	36 -	35 6	...	...	13 12	13 12	Saahpura
...	...	...	...	18 12	18 6	20 15	20 12	9 6	9 6	16 8	16 8	Western - Jodhpur
...	...	...	...	14 6	14 14	...	...	...	...	21 -	21 -	Jaisalmer
...	...	...	...	19 4	19 8	...	...	8 5	8 5	13 8	13 8	Bikaner
Central India -												
...	...	...	...	18 8	18 8	...	...	10 -	9 -	12 -	12 -	Indore
...	...	...	...	14 -	14 8	...	...	12 -	12 -	14 -	14 -	Nimach
...	...	13 8	15 12	22 8	22 8	...	...	15 6	15 9	12 3	12 4	Gwalior
Panjab -												
...	...	...	...	26 8	26 -	...	...	...	...	12 -	12 -	southern - Hissar
...	...	10 -	10 -	26 -	25 -	34 -	34 -	10 -	10 -	14 -	14 -	Ferozepur
...	...	21 8	25 8	26 8	27 -	30 8	37 -	9 8	9 8	13 8	13 4	Central - Lahore
...	...	23 -	26 -	30 4	31 8	28 8	28 8	...	...	16 -	16 -	Gujranwala
...	...	...	...	26 -	29 -	23 -	26 -	...	...	14 6	13 8	Gujarat
...	...	...	...	29 -	29 -	30 -	30 -	...	...	15 -	15 -	Jalisco

## RETAIL PRICES FOR THE FIRST HALF OF AUGUST 1904—continued (The figures)

Districts	WHEAT		BARLEY		RICE				JAWAR OR OHOLUM ( <i>Andropogon sorghum</i> )		BAJRA OR CUMBU ( <i>Pennisetum typhoides</i> )	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Best sort		Common		Half-month of report	Previous half-month	Half-month of report	Previous half-month
					Half-month of report	Previous half-month	Half-month of report	Previous half-month				
<b>Panjab—continued</b>												
<i>South-eastern—</i>												
Gurgaon . . . . .	15 12	15 4	24 6	23 4	...	...	8 —	8 —	26 —	23 8	23 18	21 8
Delhi . . . . .	15 10	15 8	24 —	21 —	...	...	9 —	9 —	27 —	26 —	20 —	20 —
Rohatki . . . . .	17 —	16 —	25 —	25 —	...	...	10 —	10 —	25 —	25 —	25 —	21 —
Karnal . . . . .	18 —	18 —	18 —	28 —	...	...	9 —	9 —	30 —	30 —	18 —	18 —
<i>Submontane—</i>												
Ambala . . . . .	18 4	18 15	28 —	24 —	...	...	11 12	11 12	29 —	29 —	24 8	24 8
Ludhiana . . . . .	18 8	19 —	25 —	25 —	...	...	10 —	10 —	34 —	33 —	20 —	20 —
Jalandhar . . . . .	19 —	20 —	25 —	25 —	...	...	10 —	10 —	32 —	31 —	20 —	20 —
Bathinda . . . . .	20 —	19 8	28 —	28 —	...	...	10 —	10 —	32 —	28 —	23 —	23 —
Gurdaspur . . . . .	19 —	19 8	32 —	32 —	...	...	10 —	10 —	32 —	28 —	1... —	23 —
Amritsar . . . . .	18 —	19 —	26 —	27 —	...	...	9 12	10 —	31 —	30 —	25 —	27 —
Sialkot . . . . .	17 8	18 4	30 —	32 —	...	...	13 —	13 —	26 —	25 —	24 —	20 —
<i>Hills—</i>												
Simla . . . . .	18 14	18 11	17 6	17 8	...	...	8 —	8 —	16 —	17 —	14 —	15 —
Kangra . . . . .	21 —	21 —	30 —	30 —	...	...	12 —	12 —	...	...	...	...
<i>Northern—</i>												
Bawalpindi . . . . .	17 —	18 8	30 —	30 —	...	...	8 —	8 —	25 —	27 —	23 —	25 —
<i>Western—</i>												
Shahpur . . . . .	19 8	20 8	32 —	32 —	...	...	8 8	8 8	26 —	26 —	26 —	26 —
Jhang . . . . .	17 —	18 —	25 —	26 —	...	...	10 —	10 —	34 —	32 —	21 —	21 —
Multan . . . . .	15 12	16 12	26 —	27 —	...	...	14 —	14 —	29 —	26 —	22 —	22 —
Montgomery . . . . .	17 12	17 14	...	...	...	...	9 —	9 —	...	...	...	...
Muzfargarh . . . . .	18 8	17 —	25 —	25 —	...	...	12 —	12 —	23 —	21 —	...	20 —
Dera Ghazi Khan . . . . .	15 10	16 14	28 3	28 2	...	...	13 12	13 12	28 4	28 4	...	27 8
<b>N.W. Frontier Province—</b>												
Hazara . . . . .	15 4	16 8	28 8	28 —	5 —	5 —	8 4	8 14	23 12	21 6	16 —	16 —
Peshawar . . . . .	19 —	19 —	34 —	34 —	6 3	6 3	9 7	9 12	27 —	27 —	20 —	22 —
Kohat . . . . .	18 13	18 13	29 14	29 14	5 14	5 14	10 13	10 13	...	...	24 4	24 4
Bannu . . . . .	22 —	23 5	36 4	37 8	16 4	16 4	17 8	17 8	32 8	31 4	28 2	28 10
Dera Ismail Khan . . . . .	17 10	18 10	26 13	27 15	5 24	5 4	8 1	8 2	36 15	40 6	30 14	32 11
<b>Sind and Baluchistan—</b>												
Karachi . . . . .	12 8	12 8	...	...	9 —	9 —	11 —	11 —	20 —	20 —	18 —	18 —
Hyderabad . . . . .	12 —	12 —	...	...	7 4	8 —	9 —	9 —	19 —	19 —	19 —	19 —
Thar and Parkar (Umarkot) . . . . .	14 8	14 8	...	...	11 —	11 —	12 —	12 —	...	...	17 8	18 —
Shikarpur . . . . .	15 —	16 —	...	...	10 —	10 —	14 —	14 —	25 —	26 —	23 —	23 —
Upper Sind Frontier . . . . .	14 —	14 —	...	...	9 —	9 —	10 —	10 —	25 —	25 —	25 —	27 —
Quetta . . . . .	11 14 to 12 14	12 6 to 13 6	16 4	17 12	4 —	4 —	8 —	8 —	22 2	22 —	19 —	19 —
<b>Bombay—</b>												
<i>Conkan—</i>												
Karwar . . . . .	10 12	10 12	...	...	11 2	10 2	...	11 2	...	...	...	...
Ratnagiri . . . . .	8 7	8 7	...	...	8 —	8 —	10 11	10 11	...	...	14 9	14 9
Alibag . . . . .	9 4	9 4	...	...	9 7	9 7	10 13	10 5	...	...	14 13	14 13
Bombay . . . . .	8 7	8 7	...	...	6 6	6 6	7 13	8 7	18 8	13 8	13 4	13 4
Tanna . . . . .	10 15	10 15	...	...	9 4	9 4	10 8	10 8	18 11	18 11	16 3	16 3
<i>Deccan and Karnatak—</i>												
Dharwar . . . . .	14 4	14 4	...	...	11 8	12 7	12 7	18 6	23 9	23 9	21 5	21 5
Bolgaum . . . . .	13 11	13 11	...	...	11 9	11 9	12 10	12 10	21 13	21 13	20 8	20 8
Satara . . . . .	14 5	14 8	...	...	8 2	8 2	10 2	10 2	15 —	15 —	16 5	16 10
Sholapur . . . . .	14 13	13 18	...	...	10 8	10 8	11 11	11 6	23 —	24 2	25 —	22 5
Bijapur . . . . .	16 6	18 6	...	...	11 8	11 8	12 3	12 3	26 3	25 3	26 7	23 7
Poona . . . . .	11 13	11 14	...	...	7 8	7 8	8 12	8 12	16 6	16 6	16 7	16 7
<i>Khandesh and N.E. Deccan—</i>												
Ahmadnagar . . . . .	14 8	14 8	...	...	8 14	8 14	9 13	9 13	24 12	23 6	20 8	20 8
Nasik . . . . .	14 —	14 11	...	...	8 12	8 12	10 8	10 8	...	...	16 13	16 13
Dhulia . . . . .	12 7	12 7	...	...	7 6	7 6	9 6	9 6	20 9	18 13	19 16	14 3
<i>General—</i>												
Gurat . . . . .	12 —	12 8	...	...	8 5	8 5	9 4	9 4	14 13	16 3	14 13	14 13
Broach . . . . .	14 —	14 —	...	...	6 8	6 8	10 —	10 —	17 8	17 8	15 —	15 —
Kaira . . . . .	15 —	15 —	...	...	7 —	7 —	9 8	9 8	17 8	17 8	17 —	17 —
Baroda . . . . .	12 8	12 8	...	...	9 —	9 —	10 —	10 —	16 —	16 —	14 —	14 —
Ahmadabad . . . . .	15 —	15 —	...	...	7 —	7 —	10 —	10 —	11 —	11 —	16 —	16 —
Godhra . . . . .	12 —	12 —	...	...	9 8	9 8	10 8	10 8	...	...	17 —	17 —
Dasa . . . . .	16 —	16 6	...	...	8 —	8 —	9 —	9 —	21 4	23 —	18 12	19 —
<i>Kathiawar—</i>												
Rajkot . . . . .	16 —	16 —	...	...	7 —	7 —	9 —	9 —	21 8	22 8	16 —	17 —
<b>Central Provinces—</b>												
<i>Western—</i>												
Nimar . . . . .	14 —	14 —	...	...	8 13	8 13	10 4	10 3	21 12	22 —	...	...
Amargan Cantonment . . . . .	12 —	12 —	...	...	7 —	7 —	9 —	9 —	15 —	15 —	16 —	16 —
Hoshangabad . . . . .	16 6	16 —	...	...	...	...	6 4	6 4	22 —	22 —	...	...
Metel . . . . .	16 8	16 8	...	...	...	...	9 10	9 10	23 13	21 12	...	...
Chhindwara . . . . .	17 8	17 9	...	...	8 15	8 15	13 5	13 6	20 —	20 13	...	...
Nagour . . . . .	15 —	15 —	...	...	10 —	10 —	13 12	13 12	23 —	23 —	...	...
Wardha . . . . .	13 12	13 12	...	...	8 —	8 —	9 —	9 1	17 4	17 12	...	...



state the number of sars (of 80 talas) and chittacks sold for one rupee)

MANUA OR SAGI ( <i>Eleusine coracoma</i> )		KANONI OR KAKUN, ITALIAN MILLET ( <i>Setaria italica</i> )		GRAM, CHENNA, CHOLA, KADALAY, OR HUNAGA ( <i>Oler aristatum</i> )		MAISE ( <i>Zea Mays</i> )		ABHAR OR TEHU, CADJAN PRA ( <i>Oryza indica</i> )		SALT		Districts
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
...	...	...	...	22 4	21 4	24 —	23 —	12 —	12 —	13 —	13 —	Panjab—continued South-eastern— Gurgaon Delhi Rohtak Karnal
...	...	11 —	12 —	22 —	22 —	23 —	23 —	12 8	12 8	13 —	13 —	
...	...	10 —	10 —	23 8	22 —	25 —	23 —	12 —	12 —	13 —	12 8	
30 —	31 —	20 —	20 —	25 —	25 —	25 —	25 —	13 —	14 —	13 —	13 —	
...	...	...	...	26 10	26 7	34 —	34 —	11 12	11 12	15 4	15 4	Submontane— Ambala Ludhiana Jalandhar Hoshiarpur Gurdaspur Amritsar Sialkot
...	...	20 —	21 —	28 —	27 6	35 8	35 —	10 —	10 —	15 —	15 —	
...	...	20 —	18 —	28 4	28 8	33 —	33 —	...	...	14 —	15 —	
...	...	12 —	12 —	27 —	26 8	32 —	32 —	6 —	6 —	14 8	13 —	
...	...	...	...	31 —	32 —	36 —	35 —	...	...	15 —	15 —	Hills— Simla Kangra
...	...	26 8	25 —	23 —	20 —	28 —	29 —	10 —	10 —	15 —	15 —	
...	...	...	...	26 —	29 —	28 —	30 —	...	...	15 —	15 —	
...	...	...	...	...	...	...	...	...	...	...	...	
23 —	22 —	12 —	12 —	16 7	16 1	17 13	17 6	8 —	8 —	10 5	10 12	Northern— Bawalpindi
...	...	...	...	21 —	21 —	25 —	25 —	10 —	10 —	11 —	11 —	
...	...	...	...	...	...	...	...	...	...	...	...	
...	...	16 —	16 —	25 —	25 10	25 —	25 —	12 —	12 —	16 —	16 —	
22 —	22 —	18 —	18 —	30 —	30 —	33 —	33 —	8 —	8 —	14 —	14 —	Western— Shahpur Jhang Multan Montgomery Muzaffargarh Dera Ghazi Khan
30 —	32 —	25 —	26 —	25 —	24 —	32 —	31 —	13 —	13 —	13 —	14 —	
...	...	20 —	20 —	23 4	23 4	24 —	23 —	...	...	14 12	15 —	
...	...	...	...	27 8	27 8	...	...	...	...	18 —	18 —	
...	...	...	...	28 8	24 —	...	...	7 —	7 —	14 —	14 —	N.W. Frontier Province— Hassara Peshawar Kohat Banna
...	...	...	...	23 —	25 10	...	...	10 —	10 —	18 15	14 6	
...	...	12 —	12 —	19 12	20 4	19 12	20 —	10 —	10 —	12 —	12 —	
...	...	17 —	17 —	25 —	25 —	26 —	27 —	11 —	11 —	18 —	18 —	
...	...	...	...	24 9	24 14	24 4	24 4	...	...	20 6	20 6	Sind and Baluchistan— Karachi Hyderabad Thar and Parkar (Umarkot) Shikarpur Upper Sind Frontier
...	...	...	...	32 1	33 9	32 3	33 10	11 4	11 4	21 14	21 14	
...	...	...	...	27 12	30 —	23 8	23 8	11 8	12 —	15 — and 17 —	14 13	
...	...	...	...	17 —	17 —	...	...	10 —	10 —	16 —	16 —	
...	...	...	...	15 —	15 —	...	...	9 —	9 —	15 —	15 —	Bombay— Kansar Karwar Ratangiri Allbag Bombay Tanna
...	...	...	...	8 —	8 —	...	...	...	...	14 —	14 —	
...	...	...	...	21 8	21 8	...	...	11 —	11 —	14 —	14 —	
...	...	...	...	21 8	21 8	...	...	10 8	10 8	13 —	13 —	
...	...	6 —	6 —	16 —	16 14	18 —	18 —	9 —	9 —	11 —	11 —	Deccan and Karnatak— Dharwar Belgaum Satara Sholapur Bijapur Poona
19 —	19 15	...	...	11 9	12 8	...	...	11 —	10 —	11 9	11 9	
14 2	14 2	...	...	11 11	12 6	...	...	9 7	9 7	13 —	13 —	
9 —	9 —	...	...	19 10	19 10	...	...	8 12	8 12	11 14	11 14	
15 8	15 8	...	...	13 12	13 12	...	...	8 5	8 5	10 —	10 —	Khondesh and N.W. Deccan— Ahmadnagar Nasik Dhule
...	...	...	...	14 8	14 3	...	...	10 —	10 —	14 —	14 —	
24 —	25 —	...	...	14 11	14 11	...	...	9 4	9 11	12 12	12 —	
...	...	...	...	16 —	15 —	...	...	11 —	10 6	12 6	12 6	
...	...	...	...	16 11	16 5	...	...	12 10	12 10	13 8	13 8	Gujarat— Surat Broach Kaira Baroda Ahmadabad Godhra Dasa
...	...	...	...	20 11	20 4	...	...	13 2	13 2	11 12	11 12	
...	...	...	...	17 10	17 10	...	...	13 —	13 —	12 11	12 11	
...	...	...	...	16 13	16 13	...	...	10 4	10 4	12 12	12 12	
...	...	...	...	16 4	17 3	...	...	13 5	13 5	13 12	13 12	Kathiawar— Rajkot
...	...	...	...	17 4	17 4	...	...	10 —	10 —	13 4	13 4	
...	...	...	...	17 4	15 8	...	...	11 5	11 5	13 —	13 —	
...	...	...	...	14 13	14 13	...	...	9 4	9 4	14 13	14 13	
19 8	19 8	...	...	14 8	14 8	...	...	11 —	11 —	16 —	16 —	Central Provinces— Nimad Asirgarh Cantonment Hoshangabad Betul Oshindwara Nagpur Wardha
18 —	18 —	...	...	15 —	15 —	...	...	10 8	10 8	16 —	16 —	
...	...	...	...	16 —	16 —	...	...	10 —	10 —	14 —	14 —	
22 8	25 —	...	...	21 —	23 —	...	...	10 6	11 —	16 8	16 8	
...	...	...	...	16 5	16 12	...	...	10 —	10 —	15 8	15 8	Western— Nimad Asirgarh Cantonment Hoshangabad Betul Oshindwara Nagpur Wardha
...	...	...	...	16 6	17 —	...	...	9 —	9 —	20 —	20 —	
...	...	...	...	19 8	17 9	...	...	10 12	10 12	11 10	11 10	
...	...	...	...	20 9	20 9	...	...	14 6	14 6	12 —	12 —	
...	...	...	...	21 6	21 6	...	...	13 —	13 —	10 10	10 11	Central Provinces— Nimad Asirgarh Cantonment Hoshangabad Betul Oshindwara Nagpur Wardha
...	...	...	...	24 —	24 —	...	...	12 —	12 —	10 10	10 11	
...	...	...	...	18 12	18 12	...	...	13 —	13 1	11 —	11 —	
...	...	...	...	16 —	16 —	...	...	14 8	14 8	13 —	13 1	

RETAIL PRICES FOR THE FIRST HALF OF AUGUST 1904—continued (The *Agave*)

Districts	WHEAT		BARLEY		RICE				JAWAR OR CHOLU (Andropogon sorghum)		BAJRA OR CUMBU (Pennisetum typhoides)	
	Half-month of report	Previous half-month	Half-month of report	Previous half-month	Best sort	Previous half-month	Common	Previous half-month	Half-month of report	Previous half-month	Half-month of report	Previous half-month
<b>Central Provinces—continued</b>												
Central—												
Narsinghpur	14 8	15 6	...	...	8 —	8 —	11 5	11 5	19 —	...	...	...
Sagar	15 —	16 —	...	...	8 —	8 —	11 10	11 11	21 5	21 6	...	...
Damoh	16 —	16 —	...	...	9 14	9 14	10 10	10 11	27 6	27 6	...	...
Jubbulpore	15 18	15 12	...	...	9 —	9 —	18 —	13 —	...	...	...	...
Mandla	23 8	23 8	...	...	10 4	10 4	14 2	14 —	...	...	...	...
Seoni	15 8	16 —	...	...	8 —	8 —	14 —	14 —	23 —	23 —	...	...
Bilaspur	15 —	15 —	...	...	8 —	8 —	15 —	16 4	...	...	...	...
Bhandara	15 —	15 —	...	...	8 12	8 12	13 8	12 8	...	...	...	...
Chanda	15 —	15 —	...	...	11 —	11 —	13 8	12 2	...	20 15	...	...
Eastern—												
Bilaspur	16 —	16 —	...	...	8 —	8 —	14 3	13 3	...	...	...	...
Raipur	17 —	17 —	...	...	10 —	10 —	17 —	17 —	...	...	...	...
Rambalpur	...	16 —	...	...	...	14 —	—	19 —	...	...	...	...
Berar—												
Buldana	12 —	12 —	...	...	6 —	6 —	8 —	8 —	22 —	19 —	...	...
Bastar	14 14	14 6	...	...	7 —	7 —	10 —	10 2	18 15	16 10	...	...
Akola	11 10	11 10	...	...	6 8	6 11	8 —	8 —	19 —	17 11	...	...
Ellenpore	10 —	10 —	...	...	6 —	6 —	8 —	8 —	14 —	14 —	...	...
Amritoli	12 —	12 11	...	...	6 —	7 6	8 —	9 2	17 —	17 —	...	...
Wan	12 —	13 —	...	...	7 —	7 —	8 —	8 —	22 —	22 —	...	...
Nizam's Territories—												
Secunderabad	11 9	11 9	13 14	13 12	5 12	5 12	13 14	13 12	20 13	20 11	22 2	22 —
Bolaram	11 9	11 9	...	...	6 6	6 6	11 4	11 5	25 8	25 4	...	...
Madras—												
Malabar Coast—												
Malabar	...	...	...	...	...	...	12 —	12 —	...	...	...	...
S. Canara	...	...	...	...	...	...	11 6	12 2	...	...	...	...
South, central—												
Cotabato	...	...	...	...	...	...	11 10	11 10	24 5	24 5	24 11	24 11
Nilgiris	...	...	...	...	...	...	9 14	9 14	...	...	...	...
Salem	...	...	...	...	...	...	13 10	13 10	26 11	26 11	22 10	23 5
Central—												
Bellary	...	...	...	...	...	...	10 13	10 13	31 2	27 —	...	...
Anantapur	...	...	...	...	...	...	13 8	13 8	26 10	26 10	26 13	26 5
Oddapah	...	...	...	...	...	...	12 8	13 8	26 5	25 11	...	...
Karavil	...	...	...	...	...	...	...	...	...	...	...	...
East Coast, north—												
Ganjam	...	...	...	...	...	...	13 10	13 10	...	...	...	...
Vinayapatnam	...	...	...	...	...	...	12 5	12 5	...	...	27 —	27 —
Odevari	...	...	...	...	...	...	11 14	12 6	25 9	26 8	...	...
East Coast, central—												
Kistna	...	...	...	...	...	...	13 6	12 6	19 8	18 11	...	...
Nellore	...	...	...	...	...	...	17 10	17 10	22 14	21 13	24 —	20 —
East Coast, south—												
Madras	...	...	...	...	...	...	10 11	10 11	...	...	...	...
Chinglepat	...	...	...	...	...	...	14 6	12 6	...	...	...	...
N. Arcot	...	...	...	...	...	...	14 —	14 —	...	...	...	...
S. Arcot	...	...	...	...	...	...	12 6	12 6	...	...	20 10	20 10
Tanjore	...	...	...	...	...	...	13 8	13 8	...	...	20 8	20 8
Trichinopoly	...	...	...	...	...	...	12 13	12 13	25 14	23 10	24 11	24 —
Southern—												
Tinnevely	...	...	...	...	...	...	12 6	12 6	21 3	21 3	...	...
Madura	...	...	...	...	...	...	18 8	18 8	21 3	20 6	15 8	16 6
Mysore—												
Mysore	11 8	14 8	...	...	9 —	10 2	11 3	13 8	40 8	40 8	...	...
Bangalore	11 12	11 12	...	...	9 12	9 2	11 8	11 8	...	...	...	...
Kolar	10 —	10 —	10 —	10 —	10 —	10 —	11 —	11 —	...	...	...	...
Tumkur	10 8	10 —	10 —	10 —	11 8	11 —	13 —	12 8	34 —	30 —	40 —	40 —
Hassan	12 —	12 —	12 —	12 —	11 —	11 —	12 —	12 —	...	...	...	...
Kadur	10 —	10 —	10 —	10 —	9 —	9 —	11 —	11 —	30 —	30 —	...	...
Shimoga	12 10	13 10	13 10	14 11	9 7	10 8	14 11	14 11	...	...	...	...
Chitaldrug	12 —	12 —	12 —	12 —	12 —	12 —	14 —	14 —	30 —	30 —	26 —	26 —
Coorg—												
Coorg	8 —	9 8	8 8	8 —	9 —	9 —	12 —	12 8	...	...	...	...
Aden	8 —	8 —	...	...	6 9	6 9	7 7	7 7	12 7	12 7	11 3	11 3



state, the number of sars (of 50 telas) and chittas sold for one rupee)

MARUA OR RAGI ( <i>Echinochloa</i> <i>crusgalli</i> )		KARONI OR KARUN, ITALIAN MILLET ( <i>Setaria</i> <i>italica</i> )		GRAM, CHENNA, CHOLA, KADALAY, OR SUNAGA ( <i>Oryza</i> <i>aristivum</i> )		MAISE ( <i>Zea Mays</i> )		ARHAR OR THUR, CADJAN PEA ( <i>Cajanus</i> <i>indicus</i> )		SALT		DISTRICTS
Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	Half- month of report	Pre- vious half- month	
				24 —	24 —			15 11	13 6	10 11	10 11	Central Provinces—continued Central— Narsinghpur Saugor Damoh Jubbulpore Mandla Seoni Balaghat Bhandara Chanda
				23 10	23 10			13 13	12 13	12 13	12 13	
				24 —	24 —			9 2	9 2	10 10	10 —	
				22 —	23 —			15 —	15 —	11 4	11 4	
				25 —	25 —			13 —	14 —	10 —	10 8	
				20 —	21 —			10 —	10 —	11 —	11 —	
				18 —	16 —			13 13	13 13	9 8	9 8	
				18 —	18 —			12 11	11 4	11 —	11 —	
				14 10	14 1			11 4	11 4	9 8	9 8	
				21 5	21 5			16 —	16 —	10 10	10 11	Eastern— Bilaspur Raipur Sambalpur
				23 —	23 —			17 —	17 —	11 —	11 —	
					17 —				11 —		11 8	
												Berar— Buldana Basim Akola Ellichpur Amraoti Wan
				17 8	18 8			11 —	11 —	11 —	11 —	
				16 —	18 —			13 14	13 14	12 —	11 1	
				17 —	16 8			11 —	11 1	10 8	10 8	
				14 —	14 —			10 —	10 —	11 —	11 —	
				15 —	15 —			13 —	13 —	13 —	13 —	
				14 —	14 —			13 —	13 —	11 —	11 —	
24 12	24 8			20 12	20 8			23 12	21 15	9 13	9 12	Nizam's Territories— Secunderabad Bolarum
				19 8	19 4					10 6	10 5	
												Madras— Malabar Coast— Malabar S. Canara South, central— Coimbatore Nilgiris Salem Central— Bellary Anantapur Cuddapah Karnul East Coast, north— Gaujan Visagapatnam Godavari East Coast, central— Kistna Nellore East Coast, south— Madras Chingleput N. Arcot S. Arcot Tanjore Trichinopoly Southern— Tinneveli Madura Mysore— Mysore Bangalore Kolar Tumkur Hassan Kadur Shimoga Chitaldrug Coorg— Coorg Aden
										10 13	11 8	
										12 6	13 5	
26 10	26 10									19 2	19 2	
27 6	27 6									9 —	9 —	
										11 6	11 6	
										19 3	11 6	
26 10	26 10									13 3	13 3	
										11 3	11 3	
29 14	29 14									15 3	14 11	
26 13	25 13									14 13	14 13	
24 5	25 2									16 5	15 6	
20 14	22 6									15 13	15 13	
22 13	24 13									15 14	15 14	
21 8	21 11									15 6	15 5	
21 5	21 5									15 14	15 14	
26 10	25 11									13 3	13 3	
22 8	22 8									13 6	14 —	
23 11	23 11									14 6	14 11	
25 2	26 10									13 6	13 8	
20 11	20 11									16 5	15 5	
23 14	25 3									13 13	14 3	
29 6	29 6			12 9	12 9			6 12	6 12	11 8	11 8	
24 —	24 —			11 8	11 8			8 8	8 8	12 10	12 10	
40 —	40 —			10 —	10 —			8 —	8 —	11 —	11 —	
40 —	40 —	38 —	35 —	12 —	11 —			8 —	8 8	11 8	11 8	
26 8	26 3			19 —	19 —			8 —	8 —	11 —	11 —	
25 —	25 —			18 —	18 —			8 —	8 —	10 —	10 —	
22 —	22 —			13 10	14 11			10 8	9 7	12 10	12 10	
24 —	24 —	23 —	22 —	14 —	14 —			8 —	8 —	10 —	10 —	
27 3	28 3			20 9	20 —			7 8	7 8	11 —	11 —	
				11 8	11 3			9 8	9 5	22 —	22 —	

J. A. ROBERTSON

Director-General of Statistics

E. N. BAKER

Secretary to the Government of India

Calcutta, September 9, 1904